Monday, April 23,1962
Vaisakha 3, 1884 (Saka)

LOK SABHA DEBATES

Third Series
Volume I, 1962/1884 (Saka)
April 16 to 27, 1962/Chaitra 26 to Vaisakha 7, 1884 (Saka)

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Alphabetical List of Members

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Abdur Rashid, Bakhshi (Jammu and Kashmir).

Achal Singh, Seth (Agra).

Achuthan, Shri R. (Mavelikara).

Akkamma Devi, Shrimati (Nilgiris).

Alagesan, Shri O. V. (Chingleput).

Alva, Shri A. Shanker (Mangalore).

Alva, Shri Joachim (Kanara).

Aney, Dr. M. S. (Nagpur).

Anjanappa, Shri B. (Nellore).

Ankineedu, Shri Maganti (Gudivada).

Anthony, Shri Frank (Nominated—Anglo-Indians).

Arunachalam, Shri N. (Ramanathapuram).

Ayyangar, Shri M. Ananthasayanam (Chittoor).

Azad, Shri Bhagwat Jha (Bhagalpur).

B

Babunath Singh, Shri (Surguja).

Bade, Shri Ramchandra Vithal (Khargone).

Badrudduja, Shri (Murshidabad).

Bagri, Shri Mani Ram (Hissar).

Bajaj, Shri Kamalnayan (Wardha).

Bakliwal, Shri Mohanlal (Durg).

Bal Krishna Singh, Shri (Chandauli).

Balakrishnan, Shri S. C. (Koilpatti).

Balmiki, Shri K. L. (Khurja).

B—contd.

Banerjee, Shri S. M. (Kanpur).

Banerji, Dr. R. (Bankura).

Baria, Shri Hirabhai Kunverabhai (Dohad).

Barkataki, Shrimati Renuka Devi (Barpeta).

Barrow, Shri A. E. T. (Nominated—Anglo-Indians).

Barua, Shri Hem (Gauhati).

Barua, Shri Rajendranath (Jorhat).

Barupal, Shri Panna Lal (Ganganagar).

Basant Kuwari, Shrimati (Kaisarganj).

Basappa, Shri C. R. (Tiptur).

Basu, Shri G. (Burdwan).

Basumatari, Shri D. (Goalpara).

Baswant, Shri Sonubhau Dagadu (Thana).

Bateshwar Singh, Shri (Giridih).

Berwar, Shri Unkarlal (Kotah).

Besra, Shri Satyacharan (Dumka).

Bhagabati, Shri Bijoy Chandra (Darrang).

Bhagat, Shri Baliram (Shahabad).

Bhakt Darshan, Shri (Garhwal).

Bhanja Deo, Shri Laxminarayan (Keonjhar).

Bhanu Prakash Singh, Shri (Rajgarh).

Bhargava, Shri M. B. L. (Ajmer).

Bhatkar, Shri Laxmanrao Shrawanji (Khamgaon).

Bhattacharyya, Shri C. K. (Raiganj).

B—contd.

Bhattacharya, Shri Dinen (Serampore).

Bhawani, Shri Lakhmu (Bastar).

Biren Dutta, Shri (Tripura West).

Birendra Bahadur Singh, Shri (Rajnandgaon).

Bist, Shri Jang Bahadur Singh (Almora).

Borooah, Shri Prafulla Chandra (Sibsagar).

Brahm Prakash, Choudhuri (Outer Delhi).

Brahmjeet, Shri (Jaunpur).

Brajeshwar Prasad, Shri (Gaya).

Braj Basi Lal, Shri (Faizabad).

Brij Raj Singh, Maharajkumar (Jhalawar).

Brij Raj Singh, Shri (Bareilly).

Buta Singh, Shri (Moga).

C

Chakravartty, Shrimati Renu (Barrackpore).

Chakravarti, Shri P. R. (Dhanbad).

Chanda, Shrimati Jyotsna (Cachar).

Chandak, Shri B. L. (Chhindwara).

Chandrasekhar, Shrimati M. (Mayuram).

Chandriki, Shri Jagannathrao Venkatarao (Raichur).

Chatterjee, Shri H. P. (Nabadwip).

Chaturvedi, Shri S. N. (Firozabad).

Chaudhary, Shri Yudhvir Singh (Mahendragarh).

Chaudhry, Shri Chandramani Lal (Mahua).

Chaudhuri, Shri Digambar Singh (Mathura).

Chaudhuri, Shri Sachindra Nath (Ghatal).

Chaudhuri, Shri Tridib Kumar (Berhampur).

Chaudhuri, Shrimati Kamala (Hapur).

Chavda, Shrimati Zohraben (Banaskantha).

Chavan, Shri D. R. (Karad).

Chettiar, Shri R. Ramanathan (Karur).

Chuni Lal, Shri (Ambala).

D

Dafle, Shri Vijayasinhrao Pamrao (Miraj).

Daji, Shri Homi F. (Indore).

Daljit Singh, Shri (Una).

Das, Dr. Mono Mohon (Ausgram).

Das, Shri Basanta Kumar (Contai).

Das, Shri Nayantara (Jamui).

Das, Shri Sudhansu Bhushan (Diamond Harbour).

Dasappa, Shri H. C. (Bangalore).

Dasaratha Deb, Shri (Tripura East).

Dass, Shri C. (Tirupathi).

Datar, Shri B. N. (Belgaun).

Deo, Shri P. K. (Kalahandi).

Deo, Shri Vijaya Bhushan Singh (Raigarh).

Deo Bhanj, Shri P. C. (Bhubaneswar).

Desai, Shri Morarji (Surat).

Deshmukh, Dr. Punjabrao S. (Amravati).

Deshmukh, Shri B. D. (Aurangabad).

Deshmukh, Shri Shivaji Rao Shankar Rao (Parbhani).

Deshpande, Shri Govind Hari (Nasik).

Dey, Shri S. K. (Nagaur).

Dhaon, Shri B. K. (Lucknow).

Dharmalingam, Shri R. (Tiruvannamalai).

Dhebar, Shri U.N. (Rajkot).

Dhuleshwar Meena, Shri (Udaipur).

Dighe, Shri Bhaskar Narayan (Kolaba).

Dinesh Singh, Shri (Salon).

Dixit, Shri G. N. (Etawah).

Dube, Shri Mulchand (Farrukhabad).

Dubey, Shri Rajaram Giridharilal (Bijapur North).

Dwivedi, Shri Mannoo Lal (Hamirpur).

Dwivedi, Shri Surendranath (Kendrapara).

E

Elayaperumal, Shri L. (Tirukoilur).

Elias, Shri Mohammad (Howrah).

Ering, Shri D. (Nominated—North East Frontier Tract).

F

Firodia, Shri Motilal Kundanmal (Ahmednagar).

G

Gaekwad, Shri Fatehsinhrao Pratapsinhrao (Baroda).

Gahmari, Shri Vishwanath Singh (Ghazipur).

Gajraj Singh, Shri (Gurgaon).

Ganapati Ram, Shri (Machhlishahr).

Gandhi, Shri V. B. (Bombay City Central South).

Ganga Devi, Shrimati (Mohanlalganj).

Gauri Shanker, Shri (Fatehpur).

Gayatri Devi, Shrimati (Jaipur).

Ghosh, Shri Atulya (Asansol).

Ghosh, Shri N. R. (Jalpaiguri).

Ghosh, Shri P. K. (Ranchi East).

Ghyasuddin Ahamad, Shri (Dubri).

Gokaran Prasad, Shri (Misrikh).

Gopal Dutt, Shri (Jammu and Kashmir).

Gopalan, Shri A. K. (Kasergod).

Gounder, Shri R. Muthu (Tiruppattur).

Govind Das, Dr. (Jabalpur).

Guha, Shri Arun Chandra (Barasat).

Gulshan, Shri Dhanna Singh (Bhatinda).

Gupta, Shri Badshah (Mainpuri).

Gupta, Shri Indrajit (Calcutta South West).

Gupta, Shri Kashi Ram (Alwar).

Gupta, Shri Priya (Katihar).

Gupta, Shri Ram Ratan (Gonda).

Gupta, Shri Shiv Charan (Delhi Sadar).

H

Hajarnavis, Shri R. M. (Bhandara).

Hansda, Shri Subodh (Jhargram).

Hanumanthiah, Shri K. (Bangalore City).

Haq, Shri M. M. (Akola).

Harvani, Shri Ansar (Bisauli)

Hazarika, Shri J. N. (Dibrugarh).

Heda, Shri Harish Chandra (Nizamabad).

Himatsingka, Shri Prabhu Dayal (Godda).

Himmatsinghji, Shri (Kutch).

Hukam Singh, Shri (Patiala).

I

Imbichibava, Shri E. K. (Ponnani).

Iqbal Singh, Shri (Ferozepur).

Ismail, Shri M. Muhammad (Manjeri).

J

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Jadhav, Shri Tulshidas (Nanded).

Jagdev Singh, Shri (Jhajjar).

Jagjivan Ram, Shri (Sasaram).

Jaipal Singh, Shri (Ranchi West).

Jamir, Shri Chubatoshi (Nominated—Naga Hills Tuensang Area).

Jamunadevi, Shrimati (Jhabua).

Jayaraman, Shri A. (Wandiwash).

Jedhe, Shri Gulabrao Keshavrao (Baramati).

Jena, Shri Kanhu Charan (Bhadrak).

Jha, Shri Yogendra (Madhubani).

Joshi, Shri Anand Chandra (Sidhi).

Joshi, Shrimati Subhadra (Balrampur).

Joti Saroop, Shri (Hathras).

Jyotishi, Pandit Jwala Prasad (Sagar).

K

Kabir, Shri Humayun (Basirhat).

Kachhavaiya, Shri Hukam Chand (Dewas).

Kadadi, Shri Madeppa Bandappa (Sholapur).

K—contd.

Kajrolkar, Shri Sadoba Narayan (Bombay City Central North).

Kamath, Shri Hari Vishnu (Hoshangabad).

Kamble, Shri T. D. (Latur).

Kanakasabai, Shri R. (Chidambaram).

Kanungo, Shri Nityanand (Cuttack).

Kappen, Shri Cherian J. (Muvattupuzha).

Kapur Singh, Shri (Ludhiana)

Kar, Shri Prabhat (Hooghly).

Karjee, Shri Debendra Nath (Cooch Behar).

Karni Singhji, Shri (Bikaner).

Karuthiruman, Shri P. G. (Gobichettipalayam).

Kayal, Shri Paresh Nath (Joynagar).

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Kesar Lal, Shri (Sawai Madhopur).

Khadilkar, Shri R. K. (Khed).

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Khan, Shri Shahnawaz (Meerut).

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Khanna, Shri Prem Kishan (Kaimganj).

Kindar Lal, Shri (Hardoi).

Kisan Veer, Shri (Satara).

Kohar, Shri Rajendra (Phulbani).

Kotoki, Shri Liladhar (Nowgong).

Koya, Shri C. H. Mohammed (Kozhikode).

Kripa Shanker, Shri (Domariaganj).

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Krishanpal Singh, Shri (Jalesar).

Kumaran, Shri M. K. (Chirayinkil).

Kunhan, Shri P. (Palghat).

Kureel, Shri Baij Nath (Rae Bareili).

L

Lahri Singh, Shri (Rohtak).

Lakhan Dass, Shri (Shahjahanpur).

Lakshmikanthamma, Shrimati T. (Khammam).

Laskar, Shri Nihar Ranjan (Karimganj).

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Laxmi Dass, Shri (Miryalguda).

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M

Mahadeo Prasad, Shri (Bansgaon).

Mahadeva Prasad, Dr. (Maharajganj).

Mahanand, Shri Hruchikesh (Bolangir).

Mahato, Shri Bhajahari (Purulia).

Mahida, Shri Narendrasinh Ranjitsinh (Anand).

Mahtab, Shri Hare Krushna (Angul)

Maimoona Sultan, Shrimati (Bhopal)

Majithia, Sardar Surjit Singh (Taran Taran)

Malaichami, Shri M. (Periyakulam).

Malaviya, Shri Keshav Dev (Basti).

Malhotra, Shri Inder J. (Jammu and Kashmir)

Malik, Shri R. C. (Jajpur).

Malliah, Shri U. Srinivasa (Udipi)

Manaen, Shri T. (Darjeeling).

Mandal, Dr. Pashupati (Vishnupur).

Mandal, Shri Bhupendra Narayan (Saharsa).

Mandal, Shri Jiyalal (Khagaria).

Mandal, Shri Y. P. (Jainagar).

Maniyangadan, Shri Mathew (Kottayam).

M—contd.

Manoharan, Shri K. (Madras South).

Mantri, Shri Dwarkadas (Bhir).

Marandi, Shri Iswar (Rajmahal).

Maruthiah, Shri P. (Melur).

Masuriya Din, Shri (Chail).

Matcharaju, Shri M. (Narasipatnam).

Mate, Shri Kure (Tikamgarh).

Mathur, Shri Harish Chandra (Jalore).

Maurya, Shri B. P. (Aligarh).

Mehdi, Shri S. Ahmad (Rampur).

Mehrotra, Shri Braj Behari (Bilhaur).

Mehta, Shri Jaswantraj (Pali).

Mehta, Shri Jashvantrai N. (Bhavnagar).

Melkote, Dr. G. S. (Hyderabad).

Menon, Shri Panampilli Govinda (Mukundapuram).

Menon, Shri V. K. Krishna (Bombay City North).

Minimata, Shrimati Agamadas Guru (Baloda Bazar).

Mirza, Shri Bakar Ali (Warrangal)

Mishra, Shri Bibudhendra (Puri).

Mishra, Shri Bibhuti (Motihari).

Mishra, Shri Mathura Prasad (Begusarai).

Misra, Dr. Udaikar (Jamshedpur).

Misra, Shri Mahesh Dutta (Khandwa).

Misra, Shri Shyam Dhar (Mirzapur).

Moman Swaroop, Shri (Pilibhit).

Mohanty, Shri Gokulanand (Balasore).

Mohiuddin, Shri Ahmed (Secunderabad).

Mohsin, Shri F. H. (Dharwar South).

Morarka, Shri Radhyshyam Ramkumar (Jhunjhunu).

More, Dr. Krishnaji Laxman (Hatkanangle).

More, Shri Shankarrao Shantaram (Poona).

Mukane, Shri Yeshwantrao Martandrao (Bhiwandi).

Mukerjee, Shri H. N. (Calcutta Central).

M—contd.

Mukerjee, Shrimati Sharda (Ratnagiri).

Munzni, Shri David (Lohardaga).

Murli Manohar, Shri (Balia).

Murmu, Shri Sarkar (Balurghat).

Murthy, Shri B. S. (Amalapuram).

Murti, Shri M. S. (Anakapalle).

Musafir, Shri Gurmukh Singh (Amritsar).

Muthiah, Shri P. (Tirunelveli).

Muzaffar Husain, N. Shri (Moradabad).

Naidu, Shri V. Govindasamy (Tiruvallur).

Naik, Shri D. J. (Panchmahals).

Naik, Shri Maheswar (Mayurbhanj).

Nair, Shri N. Sreekantan (Quilon).

Nair, Shri P. K. Vasudevan (Ambalapuzha).

Nallakoya, Shri Koyilat (Nominated—Laccadive, Minicoy and Amindivi Islands).

Nambiar, Shri Ananda (Tiruchirapalli).

Nanda, Shri Gulzarilal (Sabarkantha).

Narayanaswamy, Shri Madala (Ongole).

Naskar, Shri P. S. (Mathurapur).

Natarajan, Shri P. S. (Trivandrum).

Nath Pai, Shri (Rajapur).

Nayak, Shri Mohan (Bhanjanagar).

Nayar, Dr. Sushila (Jhansi).

Nehru, Shri Jawaharlal (Phulpur).

Nesamony, Shri A. (Nagercoil).

Nigam, Shrimati Savitri (Banda).

Niranjan Lal, Shri (Nominated—Andaman and Nicobar Islands).

O

Omkar Singh, Shri (Budaun).

Oza, Shri Ghanshyamlal (Surendranagar).

P

Paliwal, Shri Tika Ram (Hindaun).

Pande, Shri Kashi Nath (Hata).

Pandey, Shri R. S. (Guna).

P—contd.

Pandey, Shri Sarjoo (Rasra).

Pandey, Shri Vishwa Nath (Salempur).

Panna Lal, Shri (Akbarpur).

Pant, Shri K. C. (Naini Tal).

Paradhi, Shri Bholaram (Balaghat).

Parashar, Shri V. C. (Shivpuri).

Paramasivan, Shri S. K. (Erode).

Patel, Shri Chudaman Ananda (Dhulia).

Patel, Shri Chootubhai M. (Broach).

Patel, Shri Man Singh P. (Mehsana).

Patel, Shri Nanubhai N. (Bulsar).

Patel, Shri Purushottamdas R. (Patan).

Patel, Shri Rajeshwar (Hajipur).

Patil, Shri Deorao Shioram (Yeotmal).

Patil, Shri J. S. (Jalgaon).

Patil, Shri Madhaorao Bhagwantrao (Ramtek).

Patil, Shri S. B. (Bijapur South).

Patil, Shri S. K. (Bombay City South).

Patil, Shri T. A. (Osmanabad).
bad).

Patil, Shri Vasantrao Lakhagounda (Chikodi).

Patil, Shri V. T. (Kolhapur).

Patnaik, Shri Baishnab Charan (Dhenkanal).

Patnaik, Shri Kisan (Sambalpur).

Pattabhi Raman, Shri C. R. (Kumbakonam).

Pottekatt, Shri S. K. (Tellicherry).

Prabhakar, Shri Naval (Delhi Karol Bagh).

Prithvi, Raj, Shri (Dausa).

Puri, Shri D. D. (Kaithal).

R

Raghavan, Shri A. V. (Badagara).

Raghunath Singh, Shri (Varanasi).

Raghuramaiah, Shri K. (Guntur).

Rahman, Shri Hifzur (Amroha).

R—contd.

Rai, Shrimati Sahodra Bai (Damoh).

Raj Bahadur, Shri (Bharatpur).

Raja Shri Chittaranjan (Junagadh).

Rajaram, Shri K. (Krishnagiri).

Raju, Shri D. Balarama (Narasapur).

Raju, Shri D. S. (Rajahmundry).

Rajyalaxmi, Shrimati Lalit (Aurangabad).

Ram Dulari Devi, Shrimati (Patna).

Ram Sewak, Shri (Jalaun).

Ram Singh, Shri (Bahraich).

Ram Subhag Singh, Dr. (Bikramganj).

Ram Swarup, Shri (Robertsganj).

Ramabadran, Shri T. D. (Cuddalore).

Ramakrishan, Shri P. R. (Coimbatore).

Ramaswamy, Shri S. V. (Salem).

Ramaswamy, Shri V. K. (Namakkal).

Ramdhani Das, Shri (Nawada).

Rameshwaranand, Swami (Karnal).

Rampure, Shri Mahadevappa (Gulbarga).

Rananjai Singh, Shri (Musafirkhana).

Rane, Shri Shivram Rango (Buldana).

Ranga Rao, Shri R. V. G. K. (Cheepurupalli).

Ranjit Singh, Shri (Sangrur).

Rao, Shri P. Hanmanth (Medak).

Rao, Shri J. Ramapathi (Karimnagar).

Rao, Shri Jaganatha (Nowrangpur).

Rao, Shri S. V. Krishnamoorthy (Shimoga).

Rao, Shri K. L. (Vijayawada).

Rao, Shri E. Madhusudan (Mahbubabad).

Rao, Shri J. B. Muthyal (Mahbubanagar).

Rao, Shri B. Rajagopala (Srikakulam).

Rao, Shri J. Rameshwar (Gadwal).

Rao, Shri M. Thirumala Rao (Kakinada).

R—contd.

Rattan Lal, Shri (Banswara).

Raut, Shri Bhola (Bettiah).

Rawandale, Shri Chudaman Ananda (Dhulia).

Ray, Shrimati Renuka (Malda).

Reddi, Dr. B. Gopala (Kavali).

Reddi, Shri Ravi Narayan (Nalgonda).

Reddiar, Shri R. V. (Tindivanam).

Reddy, Shri C. L. Narasimha (Rajampet).

Reddy, Shri G. Narayan (Adilabad).

Reddy, Shri G. Yallamanda (Markapur).

Reddy, Shri K. C. (Chikballapur).

Reddy, Shri K. V. Ramakrishna (Hindupur).

Reddy, Shri Y. Eswara (Cuddapah).

Reddy, Shrimati Yashoda (Kurnool).

Roy, Dr. Sardish (Katwa).

Roy, Shri Biswanath (Deoria).

S

Sadhu Ram, Shri (Phillaur).

Saha, Dr. Sisir Kumar (Birbhum).

Sahu, Shri Rameshwar (Rosera).

Saigal, Shri Amar Singh (Janjgir).

Samanta, Shri S. C. (Tamluk).

Samnani, Shri Nazir Hussain (Jammu and Kashmir).

Sanji Rupji, Shri (Nominated—Dadra and Nagar Haveli).

Saraf, Shri Shyam Lal (Jammu and Kashmir).

Sarma, Shri A. T. (Chatrapur).

Sarojini Bindurao, Shrimati Mahishi (Dharwar North).

Satya Prakash, Shri (Bilaspur).

Satyabhama Devi, Shrimati (Jahanabad).

Satyanarayana, Shri Biddika (Parvathipuram).

Scindia, Shrimati Vijaya Raje (Gwalior).

Sen, Dr. Ranendra Nath (Calcutta East).

S—contd.

Sen, Shri Ashoke K. (Calcutta North West).

Sen, Shri Phani Gopal (Purnea).

Seth, Shri Bishanchandar (Etah).

Sezhiyan, Shri Era (Perambalur).

Shah, Shri Manabendra (Tehri Garhwal).

Shah, Shri Manubhai (Jamnagar).

Shah, Shrimati Jayaben (Amreli).

Shakuntala Devi, Shrimati (Banka)

Sham Nath, Shri (Delhi—Chandni Chowk).

Shankaraiya, Shri M. (Mysore).

Sharma, Shri Anand Prasad (Buxar).

Sharma, Shri Diwan Chand (Gurdaspur).

Sharma, Shri K. C. (Sardhana).

Shashank Manjari, Shrimati (Palamau).

Shastri, Shri Lal Bahadur (Allahabad).

Shastri, Shri Prakash Vir (Bijnor).

Shashi Ranjan, Shri (Pupri).

Shastri, Shri Rama Nand (Ramasanehighat).

Sheo Narain, Shri (Bansi).

Shinde, Shri Annasaheb (Kopargaon).

Shivananjappa, Shri M. K. (Mandya).

Shree Narayan Das, Shri (Darbhanga).

Shrimali, Dr. K. L. (Bhilwara).

Shukla, Shri Vidya Charan (Mahasamund).

Shyamshah, Shri Lal (Chanda).

Siddananjappa, Shri H. (Hassan).

Siddiah, Shri S. M. (Chamarajanagar).

Sidheshwar Prasad, Shri (Nalanda).

Singh, Dr. Basant Narain (Hazaribagh).

Singh, Shri Ajit Pratap (Pratapgarh).

Singh, Shri Digvijaya Narain (Muzaffarpur).

Singh, Shri Jai Bahadur (Ghosi).

Singh, Shri Krishna Kanta (Maharajganj).

S—contd.

Singh, Shri Ramsekhar Prasad (Chapra).

Singh, Shri Surendra Pal (Bulandshhr).

Singh, Shri Yuvraj Dutta (Shahabad).

Singha, Shri Gobinda Kumar (Midnapore).

Singha, Shri Yagnya Narayan (Sundergarh).

Singhvi, Dr. L. M. (Jodhpur).

Sinha, Shri Banarsi Prasad (Monghyr).

Sinha, Shri Satya Narayan (Samastipur).

Sinha, Shrimati Tarkeshwari (Barh).

Sinhasan Singh, Shri (Gorakhpur).

Sivasankaran, Shri P. (Sriperumbudur).

Solanki Shri Pravinsinh Natavarsinh (Kaira).

Sonavane, Shri T. H. (Pandharpur).

Soundaram Ramachandran, Shrimati T. S. (Dindigul).

Soy, Shri Hari Charan (Singhbhum).

Srinivasan, Dr. P. (Madras North).

Subharaman, Shri N. M. R. (Madurai).

Subramaniam, Shri C. (Pollachi).

Subramanyam, Shri Tekur (Bellary).

Sumat Prasad, Shri (Muzaffarnagar).

Sunder Lal, Shri (Saharanpur).

Surya Prasad, Shri (Bhind).

Swamy, Shri M. P. (Tenkasi).

Swamy Shri Shivamurthy Siddappa (Koppal).

Swaran Singh, Shri (Jullundur).

Swell, Shri G. G. (Assam—Autonomous Districts).

T

Tahir, Shri Mohammad (Kishanganj).

Tan Singh, Shri (Barmer).

Tantia, Shri Rameshwarlal (Sikar).

Thengondar, Shri Gopalsamy (Nagapattinam).

T—contd.

Thevar, Shri U. Muthuramalinga (Aruppukottai).

Thevar, Shri V. Vairava (Thanjavur).

Thimmaiah, Shri Dodda (Kolar).

Thomas, Shri A. M. (Ernakulam).

Tiwary, Shri Dwarka Nath (Gopalganj).

Tiwari, Shri Kamal Nath (Bagaha).

Tiwary, Shri Ram Sahai (Khajuraho).

Tombi, Shri Salam (Inner Manipur).

Tripathi, Shri Krishna Deo (Unnao).

Trivedi, Shri Uma Shankar (Mandsaur).

Tula Ram, Shri (Chatampur).

Tulmohan Ram, Shri (Sonbarsa).

Tyagi, Shri Mahavir (Dehra Dun).

U

Uikey, Shri M. G. (Mandla).

Ulaka, Shri Ramachandra (Koraput).

Umanath, Shri R. (Pudukkottai).

Upadhyaya, Shri Shiva Dutt (Rewa).

Utiya, Shri Buddhu Singh (Shahdol).

V

Vaishya, Shri Muldas Bhudardas (Sabarmati).

Valvi, Shri Laxman Vedu (Nandurbar).

Varma, Shri Manikyalal (Chittorgarh).

Varma, Shri Ravindra (Thiruvalla).

Veerabasappa, Shri S. (Chitradurga).

Veerappa, Shri Ramchander (Bidar).

Venkaiah, Shri Kolla (Tenali).

Venkatasubbaiah, Shri Pendekanti (Adoni).

Venkataswamy, Shri Mandala (Masulipatnam).

Verma, Shri Balgovind (Kheri).

Verma, Shri Krishna Kunwar (Sultanpur).

Verma, Shri Suraj Lal (Sitapur).

Vidyalankar, Shri Amar Nath (Hoshiarpur).

V—contd.

Vijaya Ananda, Maharajkumar (Visakhapatnam).

Vijaya Raje, Shrimati (Chatra).

Vimla Devi, Shrimati V. (Eluru).

Vishram Prasad, Shri (Lalganj).

Vyas, Shri Radhelal (Ujjain).

W

Wadiva, Shri N. M. (Seoni).

Wahid, Shri T. Abdul (Vellore).

Warior, Shri K. K. (Trichur).

Wasnik, Shri Balkrishna (Gondia).

Y

Yadab, Shri Nagendra Prasad (Sitamarhi).

Yadav, Shri Ram Harkh (Azamgarh).

Yadav, Shri Ram Sewak (Bara Banki).

Yadava, Shri Bhishma Prasad (Kesaria).

Yajnik, Shri Indulal Kanaiyalal (Ahmedabad).

Yashpal Singh, Shri (Kairana).

Yusuf, Shri Mohammad (Siwan).

LOK SABHA

The Speaker

Sardar Hukam Singh

The Deputy Speaker

Shri S. V. Krishnamoorthy Rao

Panel of Chairmen

Shri Mulchand Dube
Shri Jaganatha Rao
Shrimati Renu Chakravartty
Shri Surendranath Dwivedi
Shri Shyam Nath

Secretary

Shri M. N. Kaul, Barrister-at Law

GOVERNMENT OF INDIA

Members of the Cabinet

Prime Minister and Minister of External Affairs and Minister of Atomic Energy.—Shri Jawaharlal Nehru.

Minister of Finance.—Shri Morarji R. Desai.

Minister of Transport and Communications.—Shri Jagjivan Ram.

Minister of Planning and Labour & Employment.—Shri Gulzarilal Nanda.

Minister of Home Affairs.—Shri Lal Bahadur Shastri.

Minister of Railways.—Sardar Swaran Singh.

Minister of Commerce & Industry.—Shri K. C. Reddy.

Minister of Defence.—Shri V. K. Krishna Menon.

Minister of Food & Agriculture—Shri S. K. Patil.

Minister of Irrigation & Power.—Hafiz Mohammad Ibrahim.

Minister of Law.—Shri Asoke Kumar Sen.

Minister of Mines & Fuel.—Shri Keshava Deva Malaviya.

Minister of Information & Broadcasting.—Shri B. Gopala Reddi.

Minister of Steel & Heavy Industries.—Shri C. Subramaniam.

Minister of Education.—Dr. K. L. Shrimali.

Minister of Scientific Research & Cultural Affairs.—Shri Humayun Kabir.

Minister of Parliamentary Affairs.—Shri Satya Narayan Sinha.

MINISTERS OF STATE

Minister of Works, Housing & Supply.—Shri Mehr Chand Khanna.

Minister of Industry in the Ministry of Commerce & Industry.—Shri Nityanand Kanungo.

Minister of Shipping in the Ministry of Transport & Communications.—Shri Raj Bahadur.

Minister of Community Development, Panchayati Raj & Cooperation.—Shri S. K. Dey.

Minister of Health.—Dr. Sushila Nayar.

Minister of International Trade in the Ministry of Commerce & Industry.—Shri Manubhai Shah.

Minister of State in the Ministry of Home Affairs.—Shri B. N. Datar.

Minister of Labour in the Ministry of Labour and Employment.—Shri Jai Sukh Lal Hathi.

Minister of State in the Ministry of External Affairs.—Shrimati Lakshmi N. Menon.

Minister of State in the Ministry of Defence.—Shri K. Raghu Ramaiah.

DEPUTY MINISTERS

Deputy Minister in the Ministry of Finance.—Shri Bali Ram Bhagat.

Deputy Minister in the Ministry of Scientific Research & Cultural Affairs.—Dr. Mono Mohan Das.

Deputy Minister in the Ministry of Railways.—Shri Shah Nawaz Khan.

Deputy Minister in the Ministry of Food.—Shri A. M. Thomas.

Deputy Minister in the Ministry of Law.—Shri R. M. Hajarnais.

Deputy Minister in the Ministry of Railways.—Shri S. V. Ramaswamy.

Deputy Minister in the Ministry of Transport and Communications.—Shri Ahmed Mohiuddin.

Deputy Minister in the Ministry of Finance—Shrimati Tarkeshwari Sinha.

Deputy Minister in the Ministry of Works, Housing and Supply.—Shri P. S. Naskar.

Deputy Minister in the Ministry of Community Development, Panchayati Raj & Cooperation.—Shri B. S. Murthy.

Deputy Minister in the Ministry of Education.—Shrimati Soundaram Ramachandran.

LOK SABHA

Monday, April 23, 1962/Vaisakha 3, 1884 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

MEMBERS SWORN

1. Shri P. Maruthaiah (Melur).
2. Shri B. K. Dhaon (Lucknow).

ORAL ANSWERS TO QUESTIONS

Assam Natural Gas

*80. **Shri D. C. Sharma:** Will the Minister of **Mines and Fuel** be pleased to state:

(a) whether a proposal to set up a chemical plant for using Assam natural gas for the production of acetylene and methanol is under consideration; and

(b) if so, the results achieved?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) and (b). A scheme submitted by a private firm for the manufacture of Acrylonitrile (including Acetylene, Hydrogen cyanide required as raw material) and polyacrilonitrile is under consideration.

Shri D. C. Sharma: May I know at what stage the consideration of this scheme is at present?

Shri K. D. Malaviya: As a matter of fact, the gas that is available at present from Assam oil fields is committed to industries in which acrylonitrile does not come in. So most probably this scheme will not be considered for implementation for the time being.

Shri D. C. Sharma: If this scheme will not be undertaken in the public sector, what are the reasons why the private sector is going to be entrusted with it?

Shri K. D. Malaviya: The gas available today is, as I said, all committed to industries other than acrylonitrile. Therefore, whether it will be in the public sector or the private sector is a question which can be taken up only when there is more gas available in the Assam oil fields.

Shri Vidya Charan Shukla: May I know since what date gas has been available in Assam and why it has not been put to any use till now?

Shri K. D. Malaviya: The moment the first well starts giving oil or gas, some gas is always available, and the usual practice all over the world is to let that gas be flared so long as a permanent scheme with project and detailed investigation is not ready. It takes two or three years, sometimes more, depending upon the availability of finance and know-how before the gas begins to be exploited.

Shri Basumatari: May I know the name of the private firm with which arrangement has been made so far.

Shri K. D. Malaviya: There are some schemes in Assam which are being handled by the Assam Government themselves and also private firms, and this information is also available with the Assam Government. We in the Ministry are not doing anything on our own at present.

दण्ड विधि के अधीन अधिसूचित क्षेत्र

*८१. **श्री भक्त दर्शन** : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दण्ड विधि (संशोधन) अधिनियम, १९६१ की धारा ३ के अन्तर्गत उत्तरी सीमा के कुछ क्षेत्रों को अधिसूचित क्षेत्र घोषित कर दिया गया है; और

(ख) यदि हां, तो क्या ऐसे क्षेत्रों की सीमाओं व उपरोक्त घोषणा के फलस्वरूप होने वाली प्रशासनिक व्यवस्थाओं पर प्रकाश डालने वाला एक विवरण सभा-पटल पर रखा जायेगा ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री दातार) : (क) तथा (ख). दण्ड नियम संशोधन अधिनियम, १९६१ की धारा ३ के अधीन उत्तर प्रदेश, पश्चिम बंगाल तथा हिमाचल प्रदेश के कुछ सीमान्त क्षेत्रों को अधिसूचित क्षेत्र घोषित करने तथा उसके फलस्वरूप किए जाने वाले सरकारी प्रबन्धों के सूचना की प्रतिलिपि सभा पटल पर रख दी गई है। [पुस्तकालय में रखा गया **देखिये** संख्या एल० टी–२४/६२]

I shall read the answers in English also.

(a) and (b). Copies of the notifications issued under section 3 of the Criminal Law Amendment Act, 1961, declaring certain border areas in Uttar Pradesh, West Bengal and Himachal Pradesh to be notified areas and also indicating the consequential administrative arrangements are laid on the Table of the House. [*Placed in Library, See* No. Lt-24/62.]

श्री भक्त दर्शन : श्रीमन्, इस विवरण से यह स्पष्ट है कि उत्तरी सीमान्त के कुछ क्षेत्रों में जिन को अधिसूचित क्षेत्र घोषित किया गया है उन जिलों के निवासी भी बिना अनुमति प्राप्त किये नहीं जा सकते। तो क्या इस नये आदेश को लागू करने के लिये किसी विशेष पुलिस या मैशीनरी की व्यवस्था की जा रही है।

Shri Datar: All proper precautions have been taken so far as the non-residents that want to enter this area are concerned. For example, the pilgrim centres and the pilgrim routes are, as far as possible, excluded.

श्री भक्त दर्शन : माननीय मंत्री जी ने बतलाया कि तीर्थ यात्रा के लिये आने जाने की छूट दी गई है। क्या उन के ध्यान में यह बात आई है कि जो बद्रीनाथ के यात्री हैं वे बद्रीनाथ पुरी तक ही नहीं जाते बल्कि वे वसुधारा और माना तक जाना भी अनिवार्य समझते हैं। अत : क्या इस संबंध में यदि कोई सुझाव दिये जायें तो उन पर विचार किया जायेगा ?

गृह-कार्य मंत्री (श्री लाल बहादुर शास्त्री) : यह नोटिफिकेशन तो हाल ही में हुआ है। मैं नहीं समझता कि कोई विशेष कठिनाई माननीय सदस्य के सामने लाई गई होगी। लेकिन यदि वे हमारे सामने कोई कठिनाई लावेंगे तो उस पर जरूर विचार होगा और मैं यह भी कहना चाहता हूं कि साधारणतया कोई इस तरह की दिक्कतें नहीं आई हैं।

Shri Mohammad Tahir: What is the criterion on the basis of which and the agency by which, the area is declared as notified?

Shri Lal Bahadur Shastri: Well, the State Governments have written to us and on their suggestion, this action has been taken. And they are the agency to implement it.

Shri J. B. S. Bist: About those entering this area, what specific steps will be taken so that the residents may not be harassed? Will those in service and also people who like to enter the area have to take a permit every time, or will a general permit be issued?

Shri Lal Bahadur Shastri: There are very clear instructions issued, and, as I said, if any specific case is brought to our notice, we shall certainly try to rectify matters.

Mr. Speaker: Shri Nambiar.

Shri J. B. S. Bist: May I know....

Mr. Speaker: The hon. Member should see whether he is called or not. Whoever is called can put the question; not that, because he begins to put the question, I must necessarily call him.

Shri Nambiar: Does it mean that every time before entering or going out of the area, every citizen should apply and get permission and then only he can do so?

Shri Lal Bahadur Shastri: This is about non-residents, not the residents, and perhaps for friends like Shri Nambiar!

Shri Nambiar: What is the insinuation? I cannot understand.

Mr. Speaker: Nothing probably.

Shri Tyagi: It is mentioned in the statement: "No person other than the following....." And there is a list of persons who are exempt from this notification. The Member of Parliament coming from that constituency is mentioned, but there is no mention of any Government officers, for instance, the IG of Police or the Chief Secretary or the Minister.

Mr. Speaker: Whatever is contained in the statement is best known to the Minister who laid it on the Table. Therefore, the statement need not be read to the Minister himself.

Shri Tyagi: I want to put a question whether Ministers have to apply, whether the Inspector-General of Police of the State, the Chief Secretary and other such officers are also required to apply because they are not mentioned in the exemption list.

Shri Lal Bahadur Shastri: They are covered. It is said: "Any other Government servant on duty in any of the said areas". Since Tyagiji mentioned about the IGP, he is on duty. He is one of the officers who is concerned with that area.

Shri Manaen: It appears from the notification that Darjeeling district has been notified under the Criminal Law (Amendment) Act. May I know whether the situation in Darjeeling in recent months has so deteriorated as to necessitate the declaration of that area as a notified area? If so, in what manner has the situation there deteriorated because..

Mr. Speaker: He has asked for some information.

Shri Manaen: Because the declaration of that area....

Mr. Speaker: If the hon. Member goes on like this and comes too late to the point I would pass on to the next.

He probably means to ask whether the situation in Darjeeling has deteriorated to such an extent that it requires this notification as it has been mentioned here.

Shri Lal Bahadur Shastri: There is a difference between Darjeeling and the other areas. No permit is required for entering that district.

Training of Educational Planners

*83. **Shri Shree Narayan Das:** Will the Minister of **Education** be pleased to state:

(a) whether any and if so what, progress has been made in the direction of establishing a centre for training of educational planners, administrators and supervisors in Asia which the Government of India in collaboration with UNESCO have decided to set up;

(b) whether the financial implication of the projects has been studied;

(c) if so, the total recurring and non-recurring expenditure involved;

(d) how the expenditure will be shared between India and UNESCO; and

(e) whether a copy of the scheme will be laid on the Table?

The Minister of Education (Dr. K. L. Shrimali): (a) The 'Centre' has already been established.

(b) Yes.

(c) The estimated expenditure during the Third-Five-Year Plan on establishment and contingencies is likely to be Rs. 3.27 lakhs and non-recurring Rs. 3.29 lakhs.

(d) and (e). A copy each of the Agreement and Contract signed by tht UNESCO and the Government of India in this connection is laid on the table of the Sabha. [*See* Appendix I, annexure No. 16].

Shri Shree Narayan Das: From the statement it appears that, according to the present contract entered into between the Government of India and the UNESCO, the UNESCO has sanctioned money only for the year 1961-62. I would like to know whether an assurance has been given by the UNESCO to continue this assistance. And, if so, for how many years has this assistance been assured?

Dr. K. L. Shrimali: Since the Budget of the UNESCO has to be passed by the Annual Conference, naturally, the assistance can be given only for that period. But this is a continuing project; and it is expected that the UNESCO will sanction assistance for the subsequent years also.

Shri Shree Narayan Das: May I know the names of the important countries of Asia that have agreed to participate in this project?

Dr. K. L. Shrimali: The countries which actually participated in the symposium which was held recently by this Institute—Burma, Ceylon, China, India, Indonesia, Iran, Japan, Korea, Laos, Malaya, Nepal, Pakistan, Philippines, Singapore, Thailand and Vietnam.

Shri Ansar Harvani: Will the supervisors and administrators who will be trained at this training centre be selected by the UNESCO or by the Government of India or by any other Government?

Dr. K. L. Shrimali: They will be deputed by the respective governments.

Shri Shree Narayan Das: May I know whether any quota has been fixed for the various countries with regard to this training?

Dr. K. L. Shrimali: No rigid quota has so far been fixed; but, obviously the number cannot be too large for an institute like this.

Age Concessions to Displaced Persons

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*84. { **Shri Raghunath Singh:** / **Shri Prakash Vir Shastri:**

Will the Minister of **Home Affairs** be pleased to state:

(a) whether Government have decided to withdraw the privilege of age relaxation so long extended to displaced persons for appearing in the examinations held for recruitment to Government services;

(b) if so, the reasons therefor; and

(c) whether prior notice was given before withdrawing this concession?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes. Such a decision was taken and announced. But the matter is again being reconsidered.

(b) The concession was originally granted in 1948 for a limited period of two years upto 31st December, 1950. Thereafter, extensions were given from time to time, the last upto 31st December, 1961. As displaced persons had very largely been settled and the concession remained in force for more than 13 years, it was decided to discontinue it.

(c) Such a notice was not necessary as the concession was admissible only till 31st December, 1961.

श्री रघुनाथ सिंह : ईस्ट पाकिस्तान अभीतक शरणार्थी आ रहे हैं। क्या उनके संबंध में भी यह रूल लागू होगा ?

Shri Datar: This applies to both regions—eastern and western.

श्री रघुनाथ सिंह : मैं तो यही चाहता हूं कि ईस्ट पाकिस्तान से अभी तक शरणार्थी लोग आ रहे हैं कम से कम उनको तो कोई सहूलियत आपके द्वारा प्राप्त होनी चाहिये।

गृह-कार्य मंत्री (श्री लाल बहादुर शास्त्री) : वैस्ट बंगाल गवर्नमेंट ने इस पर विचार किया हैं और अभी हाल में वैस्ट बंगाल गवर्नमेंट के रिहैबिलिटेशन मंत्री ने हमसे कहा है कि यह थोड़ा समय बढ़ाया जाये और वह ३१ दिसम्बर तक चाहते हैं कि यह समय बढ़ा दिया जाये। इसीलिए मैं ने कहा कि इस पर हम विचार कर रहे हैं।

श्री प्रकाश वीर शास्त्री : क्या मैं जान सकता हूं कि विस्थापित व्यक्तियों को आयु संबंधी रियायतें देने से पूर्व जो उन की स्थिति थी, अब जब कि सरकार उस रियायत को वापिस लेना चाहती है तो क्या उन की स्थिति सामान्य हो चुकी है या उस में अभी कुछ और कमी है जिस के कि लिए समय बढ़ाया जा रहा है ?

श्री लाल बहादुर शास्त्री : अब हर एक केस अथवा मामले में कहना कि स्थिति सामान्य हो गई है, कठिन है, मगर साधारणत: वह सामान्य हो गई है। लगभग दस वर्ष हम ने इस को बढ़ाया है। पहले सन् १९५० तक के लिये रखा था। अब हम ने इस को सन् ६१ तक बढ़ा कर रखा है लेकिन फिर भी अगर कुछ समय और इस में बढ़ाने की बात हो तो हम विचार करने के लिये तैयार हैं लेकिन इस में कानूनी कठिनाइयां भी हैं जिन पर कि हम गौर कर रहे हैं।

Shri Priya Gupta: May I know. . .

Mr. Speaker: As soon as an hon. Member rises in his seat, it is presumed that he wants to put a question; so he need not say: 'may I know . . .'; it is there always presumed. He may come direct to the question.

Shri Priya Gupta: The railway employees of East and West Pakistan who opted for the Indian Union and who are now working in the Indian Railways or had retired from Indian Railways, had written to the Government for rehabilitating them since their names did not appear as refugees.

Mr. Speaker: This question applies to refugees; therefore this is not relevant to this question.

Shri Priya Gupta: They are refugees. Their homes and hearths are in Pakistan, Government should make special provisions for the refugee certificates and other things. They are refugees.

Mr. Speaker: He wants to know: what steps have been taken to rehabilitate them?

Shri Priya Gupta: No, Sir. From the Ministry what is to be done for them? Nothing has been done for them.

Mr. Speaker: Then that question cannot be put now. This relates only to the extension of age limit and that is under examination. That is a different thing altogether.

Shri Prabhat Kar: Before taking this decision and issuing a notification in December, no prior consultation as such was there. Why? I also want to know whether the cases of those who have been faced with difficulties will be considered again?

Mr. Speaker: That is exactly what the Government says. They are reconsidering it now.

Ambernath Machine Tool Factory

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*85. { **Shri M. L. Dwivedi:** **Shri S. C. Samanta:** **Shri Raghunath Singh:**

Will the Minister of **Defence** be pleased to state:

(a) whether Ambernath Machine Tool Factory has not shown return after six years but has incurred loss continuously although a considerable reduction in expenditure from original budget is shown in the final accounts of last three years;

(b) if so, the reasons therefor;

(c) steps proposed to be taken to manage the factory in a profitable way; and

(d) the investment made so far in the factory and its recurring and non-recurring expenditure?

The Minister of State in the Ministry of Defence (Shri Raghuramaiah): (a) to (d). A statement is laid on the table of the House.

STATEMENT

(a) and (b). The Machine Tool Prototype Factory as set up originally to design and develop new armament stores and to make prototypes of such stores. It was not intended to be a fulfledged factory to manufacture machine tools. The preliminary expenses incurred in setting up the factory and the full overhead can be expected to be recovered only in course of time when the new weapons developed in the factory get into mass production. It was realised from the very beginning that a armaments prototype factory could not be well balanced in itself and would have considerable idle capacity if its activities were confined to manufacture of prototypes only. The original design, production of prototypes and manufacture of Machine tools, were therefore, subsequently assigned to this factory to make it more economic. Such facilities were not available in the country.

(c) The available facilities at the factory are also being increasingly utilised now for the production of other stores. The question of levy of realistic percentage of overhead charges on items of production undertaken in this factory to utilise the surplus capacity is under consideration of the Government. A better return of the capital invested is expected in the near future.

(d) The total capital outlay on the factory amounts to Rs. 436·80 lakhs. The recurring (revenue) expenditure for the year 1960-61 was Rs. 30·36 lakhs.

Shri M. L. Dwivedi: The statement says that the available facilities at the factory are also being increasingly utilised now for the production of other stores. I want to know why this decision has been kept in abeyance for the last six years. What are the other stores now to be produced?

Shri Raghuramaiah: I would like to say that the original conception of this factory as different. It was meant to produce prototypes of armament stores only. It was then discovered that it would not be economic. So, we added on to it the manufacture of machine tools generally. Even then it is found that there is still some capacity and therefore we are now utilising it for the manufacture of various items such as gear boxes, tractor engines and so on.

Shri M. L. Dwivedi: Some Members of Parliament have been visiting this factory for a number of years and they found that the capacity was very great and that was lying idle from the very beginning. Irrespective of the fact that the Ministry has now discovered that more stores should be produced here, what is the reason that they did not produce them so far? Why did they not plan it beforehand?

The Minister of Defence (Shri *Krishna Menon*): *The Minister of* State said that the factory was originally designed for the production of prototypes only. If our national eco-

nomic capacity were considerable, we could have still left it that way for a long time and borne the losses with a view to developing a large scale prototype factory. With the development of more indigenous production, however the importation of numbers of parts have ceased and we are utilising that capacity. In fact, the factory is divided into two or three sections more or less. One is for research and development of production of the prototypes; the other for the production of machine tools, and the third, for the production of parts as my hon. colleague has explained. It is expected that the investments on this are not marked as losses but as balances which could be recouped in a short time.

Shri S. C. Samanta: The hon. Minister said that they changed their mind and machine tools were not the only things to be manufactured there. May I know whether the Defence Production Organisation gave its verdict on it?

Shri Raghuramaiah: There is no question of changing one's mind. The question is, what was the original idea. The original idea, as I have explained, was only to manufacture the prototypes of armament stores. It was not meant to produce machine tools, and the Defence Minister has already explained why we had to do the other work subsequently. So, there is no question of any change in mind.

Shri Morarka: May I know the total losses suffered in this factory so far?

Shri Krishna Menon: I have explained that they are not marked as losses. There are certain balances on the account, as shown, and they will be recouped by the production in the coming years.

Shri Balakrishnan: Sometime ago, a car was manufactured by the HAL. Was it not a fact?

Mr. Speaker: Order, order. It was answered. Shri M. R. Krishna.

Shri M. R. Krishna: May I know whether this factory originally was not intended for training-cum-production, and if there was training also subsequently, may I know whether any expansion has taken place in the training sphere?

Shri Krishna Menon: I am very glad to answer that question. For the production in the factory, there are a large number of highly skilled men and they are trained in the artisan training school which has been expanded, and even for that purpose, with the development of more indigenous production, the import is rather utilised for that.

Manufacture of Low Cost Car in Hindustan Aircraft Limited.

*86. **Shri Subodh Hansda:**
Shri S. C. Samanta:

Will the Minister of **Defence** be pleased to refer to the reply given to Starred Question No. 201 on the 26th March, 1962 and state:

(a) whether any foreign technical aid has been asked for, for the Manufacture of low cost car in Hindustan Aircraft Limited, Bangalore;

(b) whether the design of the car has been prepared; and

(c) if so, who has prepared the design?

The Minister of State in the Ministry of Defence (Shri Raghuramaiah): (a) No, Sir.

(b) Yes, Sir. H.A.L. have produced a first prototype car.

(c) It is an effort of the engineers of Hindustan Aircraft Limited.

Shri Subodh Hansda: May I know whether the cost of production of this car has been worked out and, if so, whether the cost is lower or higher than that of the low cost car that is proposed to be manufactured with the aid of the French?

The Minister of Defence (Shri Krishna Menon): An establishment like the HAL has to develop many study projects. The board of manage-

ment which is autonomous in this matter has made not only aeroplanes but also other things. The first prototype was submitted to the Committee which examined the car and they said that they require certain modifications. Unless the factory is over-occupied in aircraft production, they should give time for this purpose. This is part of the training that is required for development inside the factory.

Shri S. C. Samanta: May I know whether the design that was first prepared by the HAL underwant any change?

Shri Krishna Menon: There is only one prototype at the present time, and not much work has been done on it. The requirements for it have been gone into. There are certain fundamental features which, in the event of its going into production, will have to be decided by other people.

Shri Prabhat Kar: May I know whether the prototype was designed in the ordnance factory with the intention of a large-scale production for defence purposes and, if so, what is the estimated cost?

Shri Krishna Menon: The HAL produces a good many things, not for defence purposes only. It produces 500 coaches a year and I believe a thousand wagons from this year onwards.

Shri Nambiar: What is the cost?

Shri Krishna Menon: I am saying that the HAL is a multi-purpose establishment.

Shri Prabhat Kar: The Defence Ministry should have had in view the purpose for which it is being used. Otherwise, with all this, the production will be given a go-by.

Mr. Speaker: It is still in the experimental stage.

Shri Warior: Since how long is this prototype being manufactured there and when was the report submitted to the Government?

Shri Krishna Menon: It went to the Pande Committee. The prototype was not available at the time they were examining other things. But they still had a look at it and they suggested certain modifications will be necessary. But even then, we ourselves have ideas about them, whether they will be suitable for this purpose or not. A prototype of this type takes about ten years to develop.

Shri Hanumanthaiya: Is the Government aware that Sir M. Visvervaraya had a plan to manufacture cars some years ago?

Shri Krishna Menon: I have read it in the newspapers; I have no specific knowledge about it.

Dr. L. M. Singhvi: May I know whether it is proposed to elicit public opinion regarding this car?

Shri Krishna Menon: It has not reached that stage.

Shri Sinhasan Singh: May I know whether this low-price car proposed to be manufactured by the Defence Ministry is something different from the low-price car proposed to be manufactured in the public sector under the Commerce and Industry Ministry, which was so loudly talked about in the Parliament and outside?

Mr. Speaker: Would it not be better if the hon. Member enquired from the Commerce Minister as to what has happened to that?

Shri Sinhasan Singh: What is the difference between the two? Is it that the low-price car produced by the Defence Ministry will be confined to defence purposes only or will it be available to the public?

Shri Raghuramaiah: As already explained, as and when it is to be produced, it may be produced for anybody and everybody.

दिल्ली के लिए क्षेत्रीय परिषद

*८७. { श्री प्रकाश वीर शास्त्री :
श्री नवल प्रभाकर :
श्री वीरेन्द्र बहादुर सिंह :

क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली में क्षेत्रीय परिषद के निर्माण के संबंध में सरकार ने कुछ निश्चय कर लिया है ;

(ख) यदि हां, तो इस क्षेत्रीय परिषद् की कब तक स्थापना हो जायेगी ।

(ग) क्षेत्रीय परिषद् के निर्वाचन का क्या आधार होगा ;

(घ) क्षेत्रीय परिषद् में कितने सदस्य होंगे और उन पर अनुमानत: कितना व्यय सरकार को करना पड़ेगा; और

(ङ) क्या दिल्ली में बनने वाली क्षेत्रीय परिषद् हिमाचल प्रदेश की परिषद् से किसी प्रकार भिन्न होगी और यदि हां, तो उसका क्या कारण है ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री वातार) : (क) जी नहीं ।

(ख) से (ङ) : प्रश्न नहीं उठते ।

I shall read it in English also.

(a) No.

(b) to (e). Do not arise.

श्री प्रकाश वीर शास्त्री : पिछली संसद् में माननीय मंत्री जी ने इस प्रश्न का उत्तर देते हुए बताया था कि सरकार इस संबंध में शीघ्र ही कोई निर्णय लेने जा रही है । मैं जानना चाहता हूं कि उस शीघ्रता की परिभाषा क्या है और कब तक इस संबंध में निर्णय ले लिया जायेगा ?

गृह-कार्य मंत्री (श्री लाल बहादुर शास्त्री) : माननीय सदस्य को शायद पहले का मेरा पूरा उत्तर याद नहीं है । मैंने तो कहा था कि दिल्ली में किसी खास असैम्बली आदि की जरूरत नहीं है क्योंकि इतनी बड़ी पार्लियामेंट यहां बैठती है ।

Shri Ansar Harvani: In view of the fact that the Government does not concede the setting up of a Territorial Council for Delhi, does the Government propose to give more powers to the Delhi Municipal Corporation?

Shri Lal Bahadur Shastri: That matter is under consideration. But the Corporation has itself set up a sub-committee to consider this matter. They have not yet finalised their report. We will await their report and then take a decision.

श्री नवल प्रभाकर : एक प्रेस कान्फ्रेंस में माननीय प्रधान मंत्री जी ने कहा था कि दिल्ली के लिये विधान सभा तो नहीं किन्तु कुछ प्रशासनिक सुविधायें दिये जाने की जरूरत है । वे प्रशासनिक सुविधायें क्या हैं, क्या मैं जान सकता हूं ?

श्री लाल बहादुर शास्त्री : प्रधान मंत्री जी ने कोई ऐसे शब्दों का प्रयोग नहीं किया था । उन्होंने यह कहा था कि कुछ होने वाला है । वह कुछ क्या है, यह मैं अभी नहीं कह सकता हूं ।

श्री प्रकाश वीर शास्त्री : दिल्ली में क्षेत्रीय परिषद् बनाने की योजना को क्या सर्वथा स्थगित कर दिया गया है, या अभी वह प्रश्न सरकार के विचाराधीन है ?

अध्यक्ष महोदय : आपने अभी शीघ्रता की परिभाषा पूछी थी इसका मतलब है कि यह प्रश्न अभी विचाराधीन चल रहा है ?

श्री प्रकाशवीर शास्त्री : पिछली संसद् में बताया गया था कि सरकार शीघ्र ही कोई निर्णय लेने जा रही है । अभी माननीय मंत्री जी ने बताया है कि दिल्ली में इतनी बड़ी पार्लियामेंट बैठती है,

इसलिये इस प्रकार की कोई आवश्यकता नहीं है। उस संबंध में मैं मैंने जानना चाहा है कि क्या वह चीज सर्वथा समाप्त हो गई है अथवा वह प्रश्न सरकार के अभी भी विचाराधीन है।

श्री लाल बहादुर शास्त्री : क्षेत्रीय परिषद् की की बात कहां से आई, मैं नहीं जानता। कुछ अखबारों में यह चीज छप गई है, लेकिन यह बात मेरे दिमाग से तो निकली नहीं। मगर कोई बात दुनियां में हमेशा के लिये समाप्त नहीं होती।

I.A.F. Officers in Naga Custody

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*88. { **Shri Bibhuti Mishra:** **Shri S. M. Banerjee:** **Shri P. C. Borooah:**

Will the Minister of Defence be pleased to state:

(a) whether it is a fact that the four I.A.F. Officers captured by Naga hostiles have not yet been released;

(b) if so, what steps Government propose to take to secure their release; and

(c) whether any information has been received regarding their condition?

The Minister of Defence (Shri Krishna Menon): (a) Yes, Sir.

(b) and (c). Government have and will continue to utilise all channels of effort in this regard. It is not in the public interest to give details.

Shri Bibhuti Mishra: Has Government's attention been drawn to the news which has been published recently in various newspapers in the country that the wife of one of the IAF officers, Mr. Misra, is in correspondence with Phizo and also the Governor of Assam?

Shri Krishna Menon: Sir, I could not hear the question.

Mr. Speaker: He said that the wife of one of the officers is in communication with Phizo; that was what I could gather.

Shri Bibhuti Mishra: And the Governor of Assam also.

Shri Krishna Menon: Sir, we cannat vouch for the authenticity of these letters. Sometimes letters are sent even with the signatures of prisoners. They may or may not be right. Some efforts, as is well known, are made by the International Red Cross, and it is not our intention to interfere with their efforts.

Shri Bibhuti Mishra: Is it true that these IAF officers are now somewhere in the Burmese jungle?

Shri Krishna Menon: There has been a newspaper story to this effect, that they have been released in Burmese territory. But we have not been able to get any confirmation.

Shri Basumatari: Does the hon. Defence Minister know whether these officers are alive or dead?

Shri Krishna Menon: Our information is that they are alive.

Shri Hari Vishnu Kamath: Is the hon. Minister in a position to assure the House that this type of activity on the part of hostile Nagas.....

Mr. Speaker: Assurances are seldom given in the Question Hour. It is not usual to ask for assurances during the Question Hour.

Shri Hari Vishnu Kamath: When I was here in the First Lok Sabha, they were sought and given.

Mr. Speaker: Order, order. Probably we have learned more in his absence.

Shri Hari Vishnu Kamath: I hope so.

Is it a fact that this type of activity on the part of hostile Nagas has not yet been completely checked?

Shri Krishna Menon: This is a question about prisoners, where they are and not about the whole Nagas.

Shri Hari Vishnu Kamath: I did not catch the answer.

Mr. Speaker: That the question was about the prisoners that are there and not about the general question of the activities of the Nagas that are going on there.

Shri Hari Vishnu Kamath: I submit, Sir, in all humility that I asked a question about this particular type of activity only and not beyond that.

Mr. Speaker: Even then, if a question is specific, about a particular fact we will have to confine ourselves to that fact alone and not go further and wider because then perhaps we will be entering into fields that....

Shri Hari Vishnu Kamath: Do not collateral matters arise?

Mr. Speaker: Then he will leave that to me, when that arises and when that does not.

Shri Hari Vishnu Kamath: We are in your hands.

Shri Hem Barua: May I know whether it is a fact that the Naga hostiles are demanding ransom through different channels for the release of these IAF men in custody; if so, why is it, since ransom is paid against war hostages also, that the Government has not explored this possibility of getting their release?

Shri Krishna Menon: It is against public policy to ransom prisoners in that way.

Shri Hem Barua: I did not hear.

Mr. Speaker: It is against public policy to pay ransom.

Shri Daji: Sir, I do not want to refer to any vague report published in any newspaper, but I would like to know whether the Government has read the report on the Press Conference with the Commandant of the area saying that the IAF officers held by the Naga hostiles have been lodged in the Burmese area? This is the Press Conference by the Commandant of that area. If that is so, may I know whether the Government has assured itself of the truth of this and what steps are being taken with the Burmese Government to see that our IAF men are not held in the Burmese area?

Shri Krishna Menon: Sir, I think, I mentioned this, that we received a signal from the Military Attache in Rangoon which informed us that our Embassy had received an unconfirmed report that these Naga hostiles have released our IAF officers in Burmese territory, we sought confirmation on that from the Burmese Government but there is no confirmation. These Naga hostiles put out these various stories in order to confuse us.

Mr. Speaker: Next question.

Shri Namblar: May I put a supplementary?

Mr. Speaker: I have just sought the indulgence of the House that wrongly or rightly when I pass on to the next question, no attempt should be made to drag me back. Now Shri S. M. Banerjee.

Increase in D.A. of Government Employees

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*89. **Shri Namblar:**
Shri S. M. Banerjee:
Shri Prakash Vir Shastri:
Shri P. C. Borooah:
Shri Raghunath Singh:
Shri Balkrishna Wasnik:
Shri Basappa:
Shri B. C. Seth:
Shri Bhagwat Jha Azad:

Will the Minister of **Finance** be pleased to refer to the reply given to Unstarred Question No. 79 on the 15th March, 1962 and state:

(a) whether Dearness Allowance in respect of Central Government Employees has been increased; and

(b) if not, the reasons therefor?

The Deputy Minister in the Ministry of Finance (Shrimati Tarkeshwari Sinha): (a) Yes, Sir.

(b) Does not arise.

Shri Nambiar: May I know whether it is a fact that there was a proposal to pay Rs. 7.50 nP as the minimum rate of increase in dearness allowance to those who were receiving a salary of Rs. 150 and less?

Shrimati Tarkeshwari Sinha: The proposal already announced makes provision for the payment of Rs. 15 as dearness allowance to those who draw Rs. 150 or less. I am not aware of any proposal as mentioned by the hon. Member.

Shri Nambiar: My question relates to the increase of the dearness allowance by Rs. 7.50 nP; that is to say, the present dearness allowance of Rs. 10 plus another Rs. 7.50 nP, making a total of Rs. 17.50 nP. May I know whether there was any such proposal and, if so, why it was given up?

Shrimati Tarkeshwari Sinha: The proposal as it stands today gives relief to the extent of 75 per cent of the increase in cost of living. The original understanding was that only 50 per cent neutralisation of the increase in cost of living will be given. Now Government has increased it to 75 per cent.

Shri Nath Pai: The dearness allowance announced by the Finance Ministry, as the Finance Minister is well aware, does not fully compensate for the rise in the cost of living, though the main object of the Pay Commission's recommendation was that the dearness allowance given should compensate fully for the rising cost of living. Are the Government contemplating some other steps, if not monetary benefit to the employees?

The Minister of Finance (Shri Morarji Desai): As the Pay Commission did not contemplate full compensation for the rise in the cost of living, the statement made by the hon. Member is not a correct statement. It is never done anywhere. Nowhere is full compensation given for increase in cost of living. We have given 75 per cent, which is a very liberal allwance. There is no other proposal for giving any further benefit.

श्री प्रकाश वीर शास्त्री : बम्बई और कलकत्ता में सरकारी कर्मचारियों को महंगाई भत्ता दिया जाता है उसके मुकाबले में दिल्ली के सरकारी कर्मचारियों को महंगाई भत्ता दिया गया है उसका स्तर कितना है ? यदि उससे कुछ कम है तो क्यों ?

श्रीमती तारकेश्वरी सिन्हा : जब से दिल्ली ए० क्लास शहर माना गया है तब से उनमें कोई तफरका नहीं है । एक ही तरह से उन लोगों को रखा गया है ।

Shri Nath Pai: May I, with your permission, ask the Finance Minister one question arising out the reply which he gave? Since with the implementation of every successive Plan there will be a further rise in the cost of living index in the country, are we to infer from the reply he gave that there shall be a progressive deterioration in the real earnings of the employees, because the Government are not prepared to compensate them fully? In that case, every successive year there will be a further decline in their real earnings.

Shri Morarji Desai: I am not prepared to go into conjectures.

Shri Nath Pai: This is arising out of the reply which he gave.

Mr. Speaker: It is not a definite information that is sought. He wants to know what would happen if something happens.

Shri Nath Pai: May I seek your protection, Sir? The whole question arises because of the rise in the cost of living index, which is rising after every Plan. So, I want to know . . .

Mr. Speaker: He should formulate a question on the lines which he just mentioned.

Shri Nambiar: May I know whether there was not a demand or request from the employees that the arrears should be paid from the date of increase of the cost of living, or July 1960 when the general strike took place?

Shri Morarji Desai: It is the decision of the Government to pay it from the time it is declared.

Incidence of Tax Evasion

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*90. { **Shri Nath Pai:** / **Shri P. C. Borooah:**

Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that the incidence of tax evasion has been on increase since 1950;

(b) if so, how much is the increase during the past twelve years; and

(c) what steps Government propose to take to review the tax collecting machinery?

The Deputy Minister in the Ministry of Finance (Shrimati Tarkeshwari Sinha): (a) It is not possible to say.

(b) and (c). Do not arise.

Shri Nath Pai: When the Government had availed themselves of the services of Professor Kaldor, he had pointed out in his report to the Government of India that tax evasion in this country was of a very substantial order and he had put the sum between Rs. 150 crores to 300 crores. It is a long time since this report was made available to the Government wherein there was also a recommendation on the steps to be taken to check this. The Government of India should be in a position to say something more than "It is not possible to say". Has there been any increase in the evasion of tax and has the Government succeeded in plugging the loopholes, as he has suggested?

Shrimati Tarkeshwari Sinha: Professor Kaldor's report was not a dictum. He made an assessment in his report. It does not necessarily follow that we accept every line of that report or every word of that report. Secondly, no correct assessment of this can be made because statistics and other particulars are not available. But I must assure the hon. Member that the collections have improved very greatly due to the checks exercised and the improved methods employed by the Income-Tax Department.

Shri Nath Pai: Could she be so pleased as to tell the House whether during these three years there has been an improvement in real terms and not in such vague terms and, if so, what is the order of the improvement?

The Minister of Finance (Shri Morarji Desai): The question of evasion is always a vague question. There cannot be a definite reply to a vague question. If evasion is found exactly it will not remain there.

Mr. Speaker: Now his question is whether there has been any improvement in the collection.

Shri Morarji Desai: That is what was said. That was replied to by my hon. colleague.

Mr. Speaker: That was only that there had been improvement. He wants to know to what extent.

Shri Morarji Desai: I will require separate notice for that.

Shri Hem Barua: In his speech on the interim budget the hon. Finance Minister said that the tax collection machinery had been considerably geared up—these were his words—to avoid tax evasion and that there had been better collection of revenue in the country. On what basis did the hon. Finance Minister come to that conclusion?

Shrimati Tarkeshwari Sinha: May I give the figures of increased collection that we have made during the last ten years. Income-tax collection in

1951-52 was of the order of Rs. 187 crores which has increased to Rs. 278 crores at present.

Shri Hari Vishnu Kamath: Have Government come to a final decision in the matter of notifying the names of tax evaders or have they decided not to do so for ulterior reasons?

Mr. Speaker: These adjectives are not necessary. Normally they should be avoided in the question.

Shri Hari Vishnu Kamath: For any reason?

Shrimati Tarkeshwari Sinha: All the actions and the features are presented in the new Income-Tax Act. It is for the hon. Member to go through that Act and find out for himself what has been done in regard to that.

Mr. Speaker: He only wanted to know if there was a proposal or a demand for notifying the names of certain persons who were found to evade taxes and whether the Government has taken any decision that it would not do that.

Shri Morarji Desai: I believe that the people who have been punished upto a certain level their names have been published, as far as I know.

Shri Hari Vishnu Kamath: Not all of them are caught or punished. Very few of them have been caught and punished. Many of them go scotfree. The small fry is caught and the big fish go scotfree.

Mr. Speaker: In the new Parliament I would request hon. Members not to continue asking questions even after they have got the answer. Sometimes when another hon. Member has been called an hon. Member continues to ask a question sitting in his seat. These practices would not be considered good.

Shri Hari Vishnu Kamath: I am sorry, Sir, but I do not think I have done that.

Shri H. N. Mukerjee: In view of the hon. Finance Minister last year or the year before having given considerable relief to those who are liable to heavy tax payments by introducing the concept of effective arrears which has brought about the loss to the country of nearly Rs. 150 crores, may I know if that step has led to any increase in the discovery of evasion or anything in the nature of the voluntary disclosure scheme which Shri Tyagi once tried to introduce?

Shri Morarji Desai: The question is preceded by several inferences which are totally wrong. There have been no concessions given to anybody. If there are arrears which are not recoverable at all because people are not here or there are no properties, those arrears have got to be written off. There is no question of keeping them in. That is the meaning of effective arrears. Therefore, there is no question of obliging anybody.

Shri Tyagi: Have Government in their mind any effectice scheme to check evasion in export and import where under-invoicing and over-invoicing is going on? May I know whether there is any plan to obtain intelligence.....

Mr. Speaker: That would be another evasion and not income-tax evasion.

Shri Tyagi: Evasion of income-tax goes on on account of under-invoicing and over-invoicing in foreign trade. Tax is evaded because money gets deposited under foreign deposits without the information.

Mr. Speaker: Of course, that could be brought in but that would be a distant related thing.

Shri Tyagi: My question is specific.

Mr. Speaker: If the hon. Minister can answer it, he or she might do so.

Shri Morarji Desai: This engages the attention of Government, but it is a difficult question to solve.

श्री म० ला० द्विवेदी : जिस प्रकार से अयकर के बकाया को वसूल करने के लिये

एक त्यागी समिति बनाई गई थी और उस से काफी फल निकला था तो मैं जानना चाहता हूं कि अब जो टैक्सों के वसूल करने में टाल-मटोल हो रही है क्या उस के लिये कोई उपाय सोचा जा रहा है ?

Mr. Speaker: Next Question.

Shri M. L. Dwivedi: What happened to my question?

Mr. Speaker: It does not call for any answer.

Shri Hem Barua: Though so many supplementaries are put, somehow we are still left in the dark.

Mr. Speaker: Hon. Members can find out other avenues of having them discussed in more detail.

Shri Hari Vishnu Kamath: On a point of order, there has not been merely evasion of tax, but evasion of answers also.

Shri Tyagi: It is avoidance but evasion: avoidance is legal.

श्री बड़े : आन ए प्वायंट आर्डर, सर । आनरेबल मेम्बर ने प्रश्न पूछा और मिनिस्टर साहब चुप बैठे रहे । इस के बाद माननीय अध्यक्ष ने अगला प्रश्न पूछने के लिये कहा । माननीय अध्यक्ष या तो इनसिस्ट करते कि मिनिस्टर साहब को क्या कहना है, या वह हाउस को बताते कि इस प्रश्न का जवाब देने की जरूरत नहीं है । चूंकि ऐसा नहीं किया गया, इस लिये हम सब चुप चाप बैठे रहे कि शायद माननीय मदस्य प्रश्न पूछेंगे ।

अध्यक्ष महोदय : मेरी बद-किस्मती यह है कि मैं ने जो यह कहा कि इस के आन्सवर की जरूरत नहीं है, उस को मानीय सदस्य ने सुना नहीं और अब वह मुझ को सलाह दे रहे हैं ।

I have already said that, but the hon. Member did not listen to my observation.

श्री बड़े: मैं ने वह सुना, लेकिन जब मंत्री महोदय बैठे रहे, तो माननीय अध्यक्ष ने अगला क्वेस्चन काल किया । उस के बाद जब माननीय सदस्य उठे, तो आप ने कहा कि इस का जवाब देने की जरूरत नहीं है ।

अध्यक्ष महोदय : अगर मैं चाहता, तो मैं उस वक्त जरूर जोर देता कि इस का जवाब दिया जाये, लेकिन मैं ने कहा कि इस की जरूरत नहीं है । इसी लिये मैं अगले क्वेस्चन पर चला गया ।

Mining Leases in Orissa

*91. **Shri Surendranath Dwivedy:** Wil lthe Minister of **Mines and Fuel** be pleased to state:

(a) whether any request was made by the Government of Orissa for enhancement of royalties of mining leases in the State; and

(b) what has been the reaction of the Government of India to such a request and whether the desirability of revising the old rates specially in regard to iron ore mines has been considered for the country as a whole?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) and (b). The examination of the question of revising the existing rates of royalty, not only with regard to iron-ore but all major minerals as a whole, has already been initiated by the Central Government. Suggestions of all the State Governments have been obtained. In respect of iron-ore, the Government of Orissa originally had not recommended any increase but, subsequently, made such a recommendation. Their suggestions, along with the suggestions received from other quarters concerned, are under final examination; the decisions to be taken will be applicable to the country as a whole.

Shri Surendranath Dwivedy: Is it a fact—as the hon. Minister says—that the Government of Orissa demanded an increase of royalties, or a reduction in the rate of royalties was suggested?

Shri K. D. Malaviya: So far as the increase in the rate of royalities of iron is concerned, previously the Government of Orissa did not propose any increase in the royalties. They wanted it to stay where it was. Subsequently—quite recently—when the new Government was formed, there was a proposal from the Government of Orissa for an enhancement of royalties on iron ore. That, along with the other proposals of State Governments, is under examination.

Shri Surendranath Dwivedy: Is it a fact that some of the leasees are in arrears and they have requested the Government of India to remit those arrears?

Shri K. D. Malaviya: We have no official information with regard to accumulation of arrears anywhere, but off and on, I read in newspapers and also in some letters addressed to me that certain arrears are accumulating which is being disputed by one party or another. Therefore, we cannot say anything one way or the other.

Shri Vidya Charan Shukla: Is it a fact that the Government of Orissa and other State Governments have asked for profit-sharing in the mining projects undertaken by the Central Government, and if so, whether Government have considered this request of the State Governments?

श्री बागड़ी : अध्यक्ष महोदय, मैं एक व्यवस्था का प्रश्न उठाना चाहता हूं । क्वैश्चन के दौरान में कोई मिनिस्टर या व्हिप इस तरह से बातचीत कर सकते हैं, जिस तरह से उधर वे कर रहे हैं ।

Mr. Speaker: Order, order. Even though I realize that the Whips have got some delicate jobs to perform and they often have to go round, even then they are subject to discipline and they should observe the rules of procedure. They should not be found standing in the passages and having consultations with each other.

Shri K. D. Malaviya: Sir, the supplementary which has been asked does not relate to this question of royalty, it is a general question.

पिछड़े वर्गों को मैट्रिक के बाद अध्ययन के लिये छात्रवृत्तियां

*६२. **श्री वाल्मीकी** : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि परिगणित जन-जातियों तथा अन्य पिछड़े वर्गों को मैट्रिक के बाद की शिक्षा के लिये मिलने वाली छात्रवृत्तियों के राज्य सरकारों के हाथ में जाने से उन छात्रों को छात्रवृत्तियों के भुगतान में देर होने के कारण, कठिनाइयां हो रही हैं; और

(ख) यदि हां, तो क्या सरकार अपने निर्णय पर पुनः विचार करेगी ताकि यह कार्य केन्द्र सरकार के हाथ में आ जाये ?

शिक्षा मंत्री (श्री का० ला० श्रीमाली): (क) जी, नहीं ।

(ख) प्रश्न नहीं उठता ।

I shall read the answer in English also.

(a) No, Sir.

(b). Does not arise.

श्री वाल्मीकी : अब तक के अनुभव के आधार पर मैं कह सकता हूं कि न केवल मेरे अपने राज्य में बल्कि अनेक अन्य राज्यों में भी जिन की मुझे जानकारी है, अनुसूचित जातियों, जन-जातियों तथा पिछड़े वर्गों के विद्यार्थियों को छात्रवृत्तियां देने का जो काम राज्य सरकारों को दे दिया गया है, उससे इनके वितरण में देरी तो होती ही है, उसके साथ ही साथ उनका वितरण भी सही आधार पर नहीं होता है । अनेक विद्यार्थियों को इस देरी के कारण पहले ही अपनी स्टडी छोड़ देनी पड़ती है । मैं जानना चाहता हूं कि क्या इस प्रकार की शिकायतें माननीय मंत्री जी की जानकारी में आई हैं ?

डा० का० ला० श्रीमाली : यह सच है कि पहले वर्ष में अर्थात् १९५९–६० में जब कि इस स्कीम का विकेन्द्रीकरण हुआ था, उस वक्त कुछ देरी हुई थी । लेकिन जहां तक मेरी इत्तिला है दूसरे वर्ष से कोई देरी नहीं हो रही है । अगर माननीय सदस्य के पास कोई उदाहरण हों तो वे उनको मेरे नोटिस में लायें और मैं उनकी जांच करूंगा । स्टेट गवर्नमैंट्स से हमें यह पता लगा है कि कोई आवश्यकता से अधिक देरी नहीं हुई है ।

Dr. P. S. Deshmukh: Is it not a fact that in many instances, some of which are known to me personally, scholarships due in a particular year have not been paid at all in that year and all of them have been paid in the next year?

Dr. K. L. Shrimali: As I said, I am not aware of this situation. As the House is aware, it was at the instance of several hon. Members in this House that this scheme was decentralised and the State Governments are now the agencies responsible for disbursement of the scholarships. Now, in 1959-60 when the scheme was decentralised there was some delay, but in subsequent years, as far as I know and as far as the State Governments have informed us, there has been no delay in the disbursement of the scholarships. I have also said that if hon. Members will bring any cases to my notice I shall certainly make an enquiry and write to the State Governments. In fact, last year I did write to the Chief Ministers asking them to take personal interest in the matter, and I have been assured by the Chief Ministers that there would be no further delay in the disbursement of the scholarships. The only request that I have to make to hon. Members is that they might bring concrete cases to my notice so that I may be able to take up the matter with the State Governments. Beyond that I cannot do anything.

Dr. P. S. Deshmukh: Is it a fact that the Central Government has washed its hands of the distribution of these scholarships so well that there is nobody even to look into the complaints or to study how the scheme is working from the time it has been assigned to the States?

Dr. K. L. Shrimali: The hon. Member is quite wrong. The Central Government has not washed its hands of the scholarships. In fact, the Central Government is making the funds available to the State Governments. I do not know how the hon. Member has drawn this inference. I would further like to say that if he has any cases where delay has occurred, it is for the hon. Member to bring concrete cases to my notice and I would certainly enquire into them.

Shri Nambiar: May I know whether those students who have not got the standard marks will also be considered for inclusion in the list for granting scholarships, considering the poverty of the students?

Dr. K. L. Shrimali: That is a different question.

Mr. Speaker: The hon. Member there, Shri Bade.

Shri Nambiar: My question has not been answered.

Mr. Speaker: The question here is that it was given over to the States and that there has been undue delay in giving the scholarships . . .

Shri Nambiar: My question is different question.

Mr. Speaker: Therefore I am saying that it is a different question.

श्री बड़े : मध्य प्रदेश में किस आधार पर आदिवासियों को स्कालरशिप्स दिये जायें, क्या इस के बारे में कोई डाइरेक्शन्स दिये गये हैं ?

अध्यक्ष महोदय : मध्य प्रदेश में क्या हो, यह दूसरी बात है ।

Shri M. R. Krishna: May I know whether it has come to the notice of the hon. Minister that in the conferences of students of Scheduled Castes and Scheduled Tribes, many resolutions have been passed that ever since this responsibility has been transferred to the States, they have made it a rule indefinitely to delay scholarships. May I also know whether the Resolutions which have been moved....

Mr. Speaker: I would request the hon. Member to put one question.

Shri M. R. Krishna: May I know whether it has come to the notice of the hon. Minister that in the Harijan Advisory Board of the Central Government, many resolutions have been brought in complaining about delay in payment of scholarships?

Dr. K. L. Shrimali: I am not aware of any such Resolution. But, I cannot understand how the State Governments can make a rule for determined delay in disbursing scholarships. They cannot make any such rule. (*Interruption by Shri M. R. Krishna*).

Mr. Speaker: Order, order; how can we proceed in this manner.

Dr. K. L. Shrimali: In this matter, as far as arrangements with regard to disbursal of scholarships is concerned, we place funds at the disposal of the State Governments. They are now our agency for disbursal of scholarships. If hon. Members have any concrete cases before them, I am prepared to enquire into them. I cannot say anything more. I shall see that no further delay occurs. I would request hon. Members to meet me personally or write to me or I can meet hon. Members separately in a conference room and we can find a satisfactory solution for this problem. But, concrete cases will have to be brought to my notice so that I can take up this matter with the State Governments.

Mr. Speaker: Next question. The hon. Minister has invited hon. Members to meet him in some conference and then discuss it in detail.

Shri Warior: We have sent representations.

Mr. Speaker: He has made that offer. Hon. Members can utilise that. Shri P. C. Borooah.

श्री प० ला० बारूपाल : अध्यक्ष महोदय, इस सवाल पर आधे घंटे की बहस होनी चाहिये ।

अध्यक्ष महोदय : मैं अभी कुछ नहीं कह सकता, जब नोटिस आयेगी उस वक्त देखा जायेगा ।

Shri Hem Barua.

Shri Shree Narayan Das: Shri P. C. Borooah is absent. I will put that question.

Mr. Speaker: He cannot put that question.

Shri Shri Narayan Das: My name is second on that. Question No. 93.

Loss of Archaeological Images

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*93. **Shri Shree Narayan Das:**
Shri P. C. Borooah:
Shri Hem Barua:

Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether some images had been stolen from the Archaeological Museum at Nalanda, District Patna in March this year;

(b) if so, what were the articles stolen; and

(c) what success has been achieved in tracing out the stolen property?

The Deputy Minister in the Ministry of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Yes, Sir.

(b) and (c). Two bronze images of Buddha. Investigations are continuing.

Shri Shree Narayan Das: May I know whether indications are available that there is a gang of persons who operate throughout the country for stealing such articles from other museums also?

Dr. M. M. Das: There have been some attempts to commit thefts of this kind from which we can surmise that perhaps a gang is operating.

Shri Shree Narayan Das: What steps have been taken to stop this?

Dr. M. M. Das: The police have been informed and they are taking suitable steps.

Shri Shyam Lal Saraf: May I know whether such cases have come to notice before also where such costly images have been broken and taken away and sold in some foreign country and what steps have been taken to safeguard so that this may not recur?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): A number of different steps have been taken. There were certain complaints, especially from the Madhya Pradesh area, last year or the year before. Recently, there has been no recurrence of such complaint which suggests that the action taken is adequate. We do not want to mention all the measures, because that would, to some extent, defeat the very purpose of taking such action. Everything possible is being done, but, it is not possible altogether to rule out thefts. Even with the best possible measures, thefts do occur occasionally, but we take the best measures that we can.

Assam Natural Gas

*94. **Shri Hem Barua:** Will the Minister of **Mines and Fuel** be pleased to state:

(a) whether it is a fact that Britain has enquired as to whether Government of India are prepared to enter into an agreement for 15 years for the supply of liquified natural gas from Assam Oil fields;

(b) if so, whether Government accepted the offer; and

(c) if so, on what terms?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a). No, Sir.

(b) and (c). Do not arise.

Shri Hem Barua: May I know whether it is a fact that Assam gas has the advantage of being the cheapest in the world, and if so, why Government have not tried to explore the possibilities in the world market?

Shri K. D. Malaviya: There is no gas available for export. All the gas that is available is committed to certain schemes which have been projected and are under way. Perhaps, within the next two or three years, all the gas that will come out in the Assam oil-fields will have been utilised by industry. There will then be no gas left for export.

Shri Hem Barua: May I know whether the gas that is available there has to be burnt out, because Government could not come to a decision whether the utilisation of this gas should be in the private sector or the public sector?

Shri K. D. Malaviya: May I invite my hon. friend Shri Hem Barua to come and have discussion with me, so that I can explain to him the position in respect of all these questions which he has been repeatedly asking, with regard to low pressure gas being flared up and the high pressure gas being utilised by certain industries and so on? I think that a personal discussion will clarify the position much more.

WRITTEN ANSWERS TO QUESTIONS

Banaras Hindu and Aligarh Muslim Universities

*82. **Shri E. Madhusudan Rao:** Will the Minister of **Education** be pleased to state:

(a) whether any decision has since been taken in regard to the deletion

of the symbols of communalism from the namts of the Banaras Hindu University and the Aligarh Muslim University; and

(b) the time by which the formalities will be completed?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). The matter is still under consideration.

एवरेस्ट अभियान

*९५. **श्री नवल प्रभाकर** : क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) ऐवरेस्ट अभियान के निमित्त क्या कोई भारतीय दल भेजा गया है ; और

(ख) यदि हां, तो इस अभियान दल के सदस्यों की संख्या क्या है ?

प्रतिरक्षा मंत्रालय में राज्य मंत्री (श्री रघुरामैया) । (क) जी हां, एक भारतीय दल ऐवरेस्ट शिखर पर चढ़ने को भेजा गया है।

(ख) चौदह ।

Sale of Surplus Civilian Goods

*96. { **Shri Warior:** / **Shri Vasudevan Nair:**

Will the Minister of **Defence** be pleased to state:

(a) whether any Sales Organisation is set up by the Defence Production Department to sell surplus civilian goods produced by Ordnance Factories; and

(b) if so, with what results?

The Minister of State in the Ministry of Defence (Shri Raghuramaiah): (a) No, Sir.

(b) Does not arise.

Loan to Technical Students

*97. **Shrimati Maimoona Sultan:** Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether Government have decided to institute a loan and aid fund to help needy technical students to complete their education; and

(b) if so, the details thereof?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a). Yes, Sir.

(b) The details are being worked out.

Durgapur Steel Plant

*98. **Shri Bhagwat Jha Azad:** Will the Minister of **Steel and Heavy Industries** be pleased to state:

(a) what kind of British aid has been offered for the expansion of the Durgapur Steel Plant; and

(b) what are the terms and conditions of the loan?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) and (b). The British Government have offered a credit for the expansion of the Durgapur Steel Plant. The amount of the credit is about £20 million and the terms and conditions on which it will be given are under negotiation .

University at Raipur

*99 { **Shri Birendra Bahadur Singh:** / **Shri Vidya Charan Shukla:**

Will the Minister of **Education** be pleased to state:

(a) at what stage is the consideration of the proposal for the establishment of University at Raipur in

Madhya Pradesh by the University Grants Commission;

(b) if a decision has already been taken, by what time it is expected to be established; and

(c) what assistance, financial or technical, the University Grants Commission will give to the State Government for the proposed university?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). The University Grants Commission has agreed in principle with the proposal to set up a University at Raipur. The Madhya Pradesh Government were advised to submit a revised Bill incorporating the recommendations of the University Grants Commission.

(c) The Universiy Grants Commission does not pay grants for establishing new Universities. It pays grants only for 'development' after a University has come into being.

Geological Survey in Madras

*100. **Shri Umanath:** Will the Minister of **Mines and Fuel** be pleased to state:

(a) whether any Geological Survey has been undertaken in Tiruchi District of Madras State; and

(b) if so, what are the details?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) and (b). Yes, Sir. The details are as follows:

Reconnaissance mapping of the entire district has been completed. Out of 14,000 (Fourteen thousand) square kilometre in Tiruchi district, an area of 10,000 (ten thousand) square kilometres has so far been mapped on 1'—1' mile scale.

As a result of the work carried out by the Geological Survey of India so far, workable deposits of Gypsum, Celestite, Limestone, Clays and occurrences of Flint, Felspar, Chalk Baryte, Building stone, Columbite, Tantalite, Corundum, Graphite, Iron Ore, Quartz and potstone have been recorded.

Groundwater and hydrological investigations have also been carried out.

Gold Deposits in Mysore

*101. **Shri Mohsin:** Will the Minister of **Mines and Fuel** be pleased to state:

(a) whether it is a fact that gold deposits have been found in Kappat Hills in Dharwar District, by Geological Survey of India; and

(b) if so, the steps that Government intend to take for the exploration of this valuable mineral?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) and (b). No new occurrence of gold have been recorded by the Geological Survey of India at Kappatagudda in Dharwar district. However, occurrence are known for a long time. Gold occurrence at Kappatagudda have not been examined recently by the Geological Survey of India.

It is understood that the Government of Mysore were considering whether old workings for gold in the Mysore Mine block of the Kappatagudda range of hills, Dharwar district need be taken up for detailed investigation.

Gift Tax Act

*102. **Shrimati Renuka Ray:** Will the Minister of **Finance** be pleased to state:

(a) whether attention of Government has been drawn to the fact that the Mysore High Court has held the Central Gift Tax Act *ultra vires* of the Constitution; and

(b) if so, whether Government are taking any step to amend the Act so that it comes within the purview of the Constitution?

The Deputy Minister in the Ministry of Finance (Shrimati Tarkeshwari Sinha): (a). Yes. The Gift-tax Act, 1958 has not been held *ultra vires* in its entirety. The "Act" in so far as it purports to impose tax on gifts of "lands and buildings" has been held *ultra vires* of the powers of Parliament.

(b). Steps are being taken to file an appeal to the Supreme Court against the judgment of the Mysore High Court. The question of amendment of the "Act" does not arise at this stage.

Steel Plant at Mohindergarh (Punjab)

***103. Shri Anjanappa**: Will the Minister of **Steel and Heavy Industries** be pleased to state:

(a) whether it is a fact that Government have sanctioned the setting up of a steel plant in the private sector at Mohindergarh in Punjab; and

(b) if so, what would be the capacity of production of this plant?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a). No, Sir.

(b). Does not arise.

Export of Coal to Pakistan

***104. Shri Morarka**: Will the Minister of **Mines and Fuel** be pleased to state:

(a) the total quantity of coal exported to Pakistan during the last three years;

(b) the quality of coal and the price at which it was exported; and

(c) the quantity likely to be exported during the current year?

The Minister of Mines and Fuel (Shri K. D. Malaviya) (a) to (c). The Indo-Pakistan Trade Agreement provides for an export of 1,560,000 tons of coal per annum to Pakistan, out of which 52 per cent is in Selected Grade 'B' and 48 per cent in Grade 'I'. The exports during the last three years have been as under:—

Year		Quantity
1959	..	821,313 tons
1960	..	1,233,654 tons
1961	..	1,220,307 tons

The average F.O.B./C. & F. price varies from Rs. 32·81 to Rs. 50·00 per ton.

Kolar Gold Mines

***105. Shri Hanumanthaiya**: Will the Minister of **Finance** be pleased to state:

(a) the reasons for Finance Ministry undertaking to run the Kolar Gold Field Mines in preference to the Ministry of Mines and Fuel etc. running it; and

(b) what is the organisational set up which will be in charge of the working of the Mines?

The Deputy Minister in the Ministry of Finance (Shri B. R. Bhagat): (a) The allocation of business between the Ministries is made on the basis of administrative convenience by the Prime Minister, who has decided that the Ministry of Finance should deal with the Kolar Gold mines.

(b) It is proposed to run the mines as a departmental undertaking.

Kolar Gold Mines

***106. Shri Rameshwar Tantia:**
Shri Hanumanthaiya:
Shri Raghunath Singh:
Shri Basappa:
Shri A. S. Saigal:
Shri Venkatasubbaiah:
Shri E. Madhusudan Rao:

Will the Minister of **Finance** be pleased to state:

(a) when the Government of India will take over Kolar Gold Field from Government of Mysore; and

(b) what is the amount of compensation or other amounts Government of India will pay to Government of Mysore for this taking over?

The Deputy Minister in the Ministry of Finance (Shri B. B. Bhagat): (a) and (b). The Government of India and the Government of Mysore have agreed in principle that these mines should be transferred to the administrative control of the Central Government. The terms and conditions of transfer and other consequential arrangements are yet to be settled.

Compulsory Military Training

*107. **Shri Hari Vishnu Kamath:** Will the Minister of Defence be pleased to state:

(a) whether Government have under consideration any scheme of compulsory military training with a view to building up an adequate reservice force for meeting all emergency;

(b) if so, the details of such a scheme; and

(c) if not, the reasons therefor?

The Minister of State in the Ministry of Defence (Shri Raghuramaiah): (a) No, Sir.

(b) and (c): Government are not in favour of introducing compulsion in the matter of military training. For giving such training to the student populaton, N.C.C., N.C.C. Rifles and A.C.C. have been in existence and every effort is made to increase their scope. For members of the public in general we have the Territorial and Auxiliary Forces which constitute a reserve or the Armed Forces, and the Lok Sahayak Sena under which over 16 lakhs persons have already been trained.

Geological Survey of Bikaner

*108. **Shri Karni Singh:** Will the Minister of Mines and Fuel be pleased to state whether any Geological Survey has ben undertaken of the North-West of Bikaner City in Rajasthan with a view to discovering possibilities of Petroleum?

The Minister of Mines and Fuel (Shri K. D. Malaviya): No, Sir.

Coal Production

*109. **Shri D. C. Sharma:**
Shri Prakash Vir Shastri
Shri Raghunath Singh:
Shri Rameshwar Tantia:
Shri A. S. Saigal:
Shri Basappa:

Will the Minister of Mines and Fuel be pleased to state:

(a) whether it is a fact that coal production will be increased during the Third Five Year Plan period;

(b) whether it is also a fact that there is a shortage of railway wagons for removing the coal produced at present; and

(c) the steps Government contemplate to remove the handicap of coal movement?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) Yes, Sir.

(b) There is shortage of rail transport so far as movement of coal from the Bengal/Bihar fields to consumers other than steel plants and washeries are concerned.

(c) The following measures have been adopted to effect an improvement in the movement of coal:—

(i) In addition to whatever can be moved by rail, movement of coal to southern and western parts of the country

has been planned by the rail-*cum*-sea route *via* Calcutta port.

(ii) Movement in block rakes is being arranged to important centres of consumption.

(iii) Coalfields in the Central India are being developed in the Third Plan so that nearby States may get their supplies from these fields and the long haulage from Bengal/Bihar fields may be avoided.

(iv) Coal dumps are being set up at suitable consuming centres by various States.

(v) Movement of coal and soft coke by road has been liberalised.

(vi) Rail transport capacity for the movement of coal is being planned for progressive expansion and this expansion is to be commensurate with the coal target in the Third Plan.

All these measures are subject to further thought that is at present being given to the matter by Government.

Separate University for New Delhi

*110. **Shri E. Madhusudan Rao:**
Shri Prakash Vir Shastri:

Will the Minister of **Education** be pleased to state:

(a) whether there is any proposal to establish a new university at New Delhi in view of the ever increasing number of students in Delhi University; and

(b) if so, the details thereof?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). A proposal for the establishment of a new university at New Delhi is under consideration of the University Grants Commission.

Bodh Gaya Temple

*111. **Shri Raghunath Singh:** Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether it is a fact that Bodh Gaya Temple and its surrounding buildings which are of archaeological and historical importance are deteriorating on account of lack of finance and repairs and the Gaya Temple Advisory Board expressed its grave anxiety over the whole affairs; and

(b) if so, the action taken in the matter?

The Deputy Minister in the Ministry of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) and (b). Bodh Gaya Temple is not a protected monument and the Government of India have no information about its condition.

Royalty on Assam Oil

*112. **Shri P. C. Borooah:**
Shri Raghunath Singh:
Shri Shree Narayan Das:
Shri Bhagwat Jha Azad:
Shri Basappa:
Shri Hem Barua:

Will the Minister of **Mines and Fuel** be pleased to state:

(a) whether the question regarding the royalty to be paid to Assam on oil produced by the Oil India Ltd. has since been resolved;

(b) if so, what are the final terms of agreement; and

(c) whether the work of further exploration is now going on steadily?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) and (b). The matter is receiving the consideration of the Government of India and Assam Government.

(c) Further exploration in the new areas will commence on receipt of the exploration licence by Oil India Limited from Assam Government.

Agreement with E.N.I.

*113. **Shri Rameshwar Tantia:**
Shri P. C. Borooah:
Shri Vidya Charan Shukla:
Shri Raghunath Singh:

Will the Minister of **Mines and Fuel** be pleased to state:

(a) whether details of the agreement entered into between the Government of India and the Ente Nazionale Idrocarburi of Italy have been fully worked out;

(b) if so, the broad outlines of the projects agreed upon; and

(c) the estimated costs of the schemes and how the costs will be shared?

The Minister of Mines and Fuel (Shri K. D. Malaviya): A statement giving the required information is laid on the Table of the House.

STATEMENT

(a) Yes, Sir. The agreement between Government of India and E.N.I. was signed on 29-8-1961.

(b) The Agreement provides for a 100 million dollar credit being given by E.N.I. for public sector petroleum projects in two categories; the first category includes projects for which the general provision has already been made in the Third Five Year Plan, such as transport pipelines for petroleum products from Barauni to Delhi and Barauni to Calcutta, gas fractionation plant, liquid petroleum gas bottling plant and distribution facilities, lubricating oil plant, supply of crude oil production equipment and also distribution equipment. Among the list of projects is also included contract drilling for any areas specified by the Oil and Natural Gas Commission. In the Second Category come additional projects like petrochemicals and some others for which the Planning Commission and other Ministries have further to be consulted for concurrence and for which consultations have also to be made with E.N.I. in due course. Time schedule for projects under first category, is such as to enable them to be executed within the Third Plan period.

(c) The estimated costs of the projects will be known after the project studies have been completed.

सिखाये हुए कुत्ते

*११४. **श्री नवल प्रभाकर :**
श्री वीरेन्द्र बहादुर सिंह :

क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली पुलिस ने गैर-कानूनी शराब की भट्टियों और चोरियों का पता चलाने के लिये सिखाये हुए कुत्ते रखे हैं;

(ख) यदि हां, तो कितने कुत्ते इस काम के लिये रखे गये हैं और वे किन किन नस्लों के हैं ;

(ग) अब तक कितने मामलों का पता लगाया गया है; और

(घ) इस दस्ते को रखने पर कितना दैनिक अथवा मासिक आवर्तक व्यय होता है (प्रति कुत्ता व्यय सहित) ?

गृह मंत्रालय में राज्य मंत्री (श्री बाजार): (क) से (ग). दो कुत्ते एक अल्सेशियन तथा एक डोबरमान पिशर—दिल्ली पुलिस द्वारा खरीदे गये हैं, तथा पुलिस के कार्य में सहायता के लिये प्रशिक्षित किये जा रहे हैं।

(घ) इस दस्ते का प्रत्येक कुत्ते पर दैनिक व्यय निम्न प्रकार है :—

	रु०
भोजन का व्यय	२.००
टौनिक मिला हुआ भोजन	०.१३
चिकित्सा	०.६६

और कोई खर्च नहीं किया जा रहा है, क्योंकि प्रशिक्षण का सम्बन्ध प्रबन्ध दिल्ली पुलिस के वर्तमान आदमियों द्वारा ही किया जा रहा है ।

Lock-out in Rourkela Steel Plant

*115. **Shri S. M. Banerjee:**
Shri Raghunath Singh:
Shri Balkrishna Wasnik:
Shri Shree Narayan Das:
Shri Bhagwat Jha Azad:
Shri A. K. Gopalan:
Shri Kunhan:
Shri P. C. Borooah:
Shri Anjanappa:
Shrimati Maimoona Sultan:
Shri Muhammed Elias:
Shri Daji:
Shri Indrajit Gupta:
Shri U. Misra:
Shri A. S. Saigal:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri B. K. Das:
Shri Morarka:
Shri E. Madhusudan Rao:
Shri Bibhuti Mishra:

Will the Minister of **Steel and Heavy Industries** be pleased to state:

(a) whether it is a fact that the management of the Rourkela Steel Plant has been forced to declare a lock-out for the blast furnace department with effect from 4-4-1962, following an illegal strike by some workers in the department;

(b) if so, the reasons therefor; and

(c) the loss due to the lock-out?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) Yes, Sir, but with effect from 11·00 a.m. on the 3rd April, 1962.

(b) The reason for this was an illegal sit-down strike launched without any notice by about 500 workers of the Blast Furnace Department. It was apprehended that the illegal strike might spread to other Departments. There was also the possibility of the situation taking a violent turn with danger to life and property.

(c) Hindustan Steel Ltd. have estimated the loss on this account at Rs. 78 lakhs approximately.

Pre-fabricated Houses

*116. **Shri Warior:**
Shri Vasudevan Nair:

Will the Minister of **Defence** be pleased to refer to the reply given to Starred Question No. 212 on the 26th March, 1962 and state:

(a) whether any final decision has been taken regarding the production of prefabricated houses on a commercial scale in the Hindustan Aircraft Limited, Bangalore; and

(b) if not, reasons therefor?

The Minister in the Ministry of Defence (Shri Raghuramaiah): (a) No, Sir.

(b) The project is still under examination in all its aspects by the Hindustan Aircraft Ltd., Bangalore.

Bhilai Steel Plant

*117. **Shrimati Maimoona Sultan:** Will the Minister of **Steel and Heavy Industries** be pleased to state:

(a) whether an agreement between the Hindustan Steel and Tajzprom Export of the Soviet Union for the expansion of Bhilai Steel Plant had been signed in February, 1962;

(b) if so, what were the main terms of the agreement; and

(c) what progress has so far been achieved in the implementation of the expansion scheme?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

A contract was concluded on the 9th February, 1962, between the Hindustan Stel Limited and the Soviet Organization, 'Tjazhpromexport', for preparation of Working Drawings, supply of equipment and materials, deputation of Soviet specialists for rendering technical assistance in designing, construction, erection, supervision, adjustment, and putting the plants into operation, and training of Indian specialists and qualified workers in the Soviet Union in connection with the expansion of Bhilai Steel Plant.

2. The total value of the contract is about Rs. 54 crores. The supplies under the contract will be received from the U.S.S.R. from 1962 to 1965. Payment for these supplies will be made in twelve equal annual instalments, interest being 2½ per cent. The contract also contains the terms to be given to the Soviet specialists in India and the Indian trainees in the Soviet Union.

3. Preliminary work in connection with the expansion programme has already started. Construction work for the expansion will commence as soon as supplies of equipment etc. are received from the U.S.S.R.

Nunmati Refinery

*118. **Shri Shree Narayan Das:**
Shri P. C. Borooah:
Shri Bhagwat Jha Azad:
Shri A. K. Gopalan:
Shri Kunhan:
Shri Liladhar Kotoki:
Shri Harish Chandra Mathur:
Shri Venkatasubbaiah:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri B. K. Das:
Shri Bibhuti Mishra:

Will the Minister of **Mines and Fuel** be pleased to state:

(a) the nature of difficulties into which the Nunmati Refinery in Assam has run into, leading to the stoppage of its working; and

(b) whether the difficulties have since been removed and smooth working assured?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) Delay in the completion of the crude oil pipeline, difficulties in obtaining the proper quality of crude oil in sufficient quantities and delay in the start up of Kerosene and Coking Units, have resulted in the temporary closure of the Crude Distillation unit and other operations.

(b) The matter of crude supplies has been under discussion between Indian Refineries Limited and Oil India Ltd., and it has now been settled that nearly 50 per cent of the requirements of the refinery will be supplied from 26-4-1962 and the full requirements will be met by the end of May 1962. The kerosene unit has since been commissioned, and the coking unit is also ready to start.

Sainik Schools

*119. **Shri Birendra Bahadur Singh:**
Shri Indrajit Gupta:

Will the Minister of **Defence** be pleased to state:

(a) how many Sainik Schools have been opened in the country up to date (State-wise);

(b) how many such schools are proposed to be opened during the next five years (with possible locations);

(c) what assistance the Union Government render to such schools; and

(d) the fee charged from the students in such schools (boys and girls separately if there is any distinction)?

The Minister of Defence (Shri Krishna Menon): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

(a) The details of the Sainik Schools so far started are:—

Maharashtra	.. 1
Punjab	.. 2
Gujarat	.. 1
Rajasthan	.. 1
Andhra Pradesh	.. 1
Kerala	.. 1
Orissa	.. 1
West Bengal	.. 1

(b) Two Sainik Schools, one each in Madhya Pradesh and Madras States will be opened from July, 1962. There are no further specific proposals at present.

(c) (i) The Central Government has agreed to make available three Service Officers for each Sainik School for appointment as Principal, Headmaster and Registrar. The expenditure on account of their pay and allowances comes to approximately Rs. 50,000 per annum per School.

(ii) The Government of India have further instituted scholarships for the children of Defence Services personnel at present to the extent of 20 per cent of the total number of such children.

(iii) All boys in the chool are given N.C.C. training and the Central Government bears its normal share of the expenditure on N.C.C. Units including resident instructors.

(d) The School fee inclusive of tuition, boarding, lodging, text books, stationery, games etc., is Rs. 1900 per year. There is however no provision for admission of girls in Sainik Schools.

Oil in Cauvery Basin

*120. **Shri Umanath:**
Shri Nambiar:
Shri Sezhiyan:

Will the Minister of **Mines and Fuel** be pleased to state the present stage of exploration of oil in Cauvery basin?

The Minister of Mines and Fuel (Shri K. D. Malaviya): Geological mapping of the Cauvery Basin has been completed. At present gravity, magnetic and seismic surveys are in progress.

निर्वाचन याचिकायें

*१२१. **श्री प्रकाशवीर शास्त्री :**
श्री श्रीनारायण दास :
श्री सुबोध हंसदा :
श्री स० च० सामन्त :
श्री ब० कु० दास :
श्री नवल प्रभाकर :
श्री बेंकट सुबिया :

क्या **विधि** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हाल के सामान्य निर्वाचनों के सम्बन्ध में कुछ चुनाव याचिकायें दायर की गयी हैं;

(ख) यदि हां, तो लोक-सभा और विधान-सभाओं के चुनावों के सम्बन्ध में कुल मिला कर पृथक पृथक कितनी याचिकायें दायर हुई हैं;

(ग) क्या सरकार ने इस तरह की कोई पद्धति अपनाने का निश्चय किया है कि ये याचिकायें कम से कम समय में निबटाई जा सकें; और

(घ) यदि हां, तो क्या आयोग ने इस तरह के कोई निदेश भी जारी किये हैं ?

विधि मंत्रालय में उपमंत्री (श्री हजारनवीस) : (क) जी हां।

(ख) एक विवरण सदन के पटल पर रख दिया गया है ।

(ग) और (घ). निर्वाचन याचिकाओं को कम से कम समय में निबटाने का उपबन्ध लोक प्रतिनिधित्व अधिनियम, १९५१ की धारा ९० (६) में पहले से ही मौजूद है । निर्वाचन आयोग इस धारा के उपबन्धों की ओर निर्वाचन न्यायाधिकरण का ध्यान विशेष रूप से आकर्षित करता है और इसके अनुसार यह आवश्यक है कि निर्वाचन याचिकाओं को छ: मास के अन्दर ही निबटाने का प्रयास किया जाये ।

Use of Radio Isotopes in Bhilai Steel Plant

*122. **Shri Surendranath Dwivedy:**
Shri P. C. Borooah:

Will the Minister of **Steel and Heavy Industries** be pleased to state:

(a) whether it is a fact that Radioactive isotopes are being used in the Bhilai Steel Works for controlling various production processes;

(b) if so, since when they are being used;

(c) whether Government propose to use them in other two steel plants also *viz.*, 'Rourkela' and 'Durgapur'; and

(d) if so, from what date?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) and (b). Yes, Sir, since January 1962.

(c) and (d). It is a matter of production technology and Radioactive isotopes will be adopted in other Steel Plants to the extent they prove useful.

Kolar Gold Mines

*124. **Shri Hanumanthaiya:** Will the Minister of **Finance** be pleased to state:

(a) the loss Government of India is likely to sustain annually after they take over the Kolar Gold Field Mines from the Government of Mysore; and

(b) the loss Government of Mysore was sustaining annually after they nationalised the Mines?

The Deputy Minister in the Ministry of Finance (Shri B. R. Bhagat): (a) If gold produced in the mines were to be sold in the open market, Government would not lose but make a profit. Government has, however, decided to keep the gold in official reserves.

(b) After nationalisation of the mines, the State Government used to sell the gold in the market upto June 1958. After this it is being taken over by the Central Government at the international parity value, but the State Government is being paid, in addition, a grant to avoid any dislocation to their finances. The State Government have not been incurring any losses as a result of this arrangement.

Sangeet Natak Akademi

*125. **Shri E. Madhusudan Rao:** Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) the further development in regard to the alleged embezzlement case against the Secretary of Sangeet Natak Akademi; and

(b) whether any steps have been taken to realise the said amount from the Secretary and other officials involved in the matter?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) The case is still under trial in a Delhi Court.

(b) Any action in this regard will depend upon the verdict of the Court

Assam's Natural Gas

*126. **Shri Raghunath Singh:**
Shri Rameshwar Tantia:
Shri Liladhar Kotoki:

Will the Minister of **Mines and Fuel** be pleased to state:

(a) whether there is a possibility of turning Assam's still largely unutilised natural gas reserves into foreign exchange earner;

(b) if so, whether Government have taken any step in this direction; and

(c) if not, the difficulties therein?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) to (c). Possibility of export of products based on Assam natural gas cannot be ruled out. As any exports would be determined by internal demand, it is too early to say whether export of products based on gas would be a desirable or a feasible proposition. Steps that may be necessary will be taken at the appropriate stage.

Royalty on Assam Oil

*127. **Shri P. C. Borooah:** Will the Minister of **Mines and Fuel** be pleased to state:

(a) whether it is a fact that following the dispute between Oil India Limited and the Assam Government over the question of royalty to be paid by the former to Assam, the Assam Oil Company also declined to make payment of royalty for exploration by that company at the rates prevalent hithertofore;

(b) if so, whether some arrears of payment had accumulated on this account and if so to what extent; and

(c) whether the differences have since been resolved and if so, what are the terms of the settlement?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) No, Sir. Assam Oil Company has not declined to pay royalty at rates prevalent hitherto. Assam Oil Company have however differences with Assam Government regarding the basis of calculation of well head value for purposes of determining royalty. These differences do not follow from the dispute between Assam Government and Oil India Limited.

(b) Assam Oil Company paid Rs. 324,041 as royalty for the second half of 1961 whereas Assam Government have claimed Rs. 523,683.

(c) The differences have been referred by Assam Oil Company to the Governor of Assam for arbitration in accordance with provisions in leases granted to them by Assam Government.

National Institute for Women's Education

*128. **Shrimati Maimoona Sultan:** Will the Minister of **Education** be pleased to state:

(a) whether there is a proposal to set up at Delhi a National Institute for Women's Education for research work etc.;

(b) if so, at what cost;

(c) what is the progress in the implementation of the project so far; and

(d) by what time it is likely to be established?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) Approximately Rs. 20 lakhs during the Third Five Year Plan period.

(c) and (d). The proposal is under consideration of the Government.

Steel Plant in Madras

*129. **Shri Umanath:** Will the Minister of **Steel and Heavy Industries** be pleased to state the present stage of the scheme to locate a steel plant in Madras State based on the Iron Ore of Salem and Neyveli Lignite?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): At the instance of the State Government necessary tests are being conducted both in Norway and the German Democratic Republic to determine the technical and economic feasibility of the project. Some tests are also being carried out by the National Metallurgical Laboratory, Jamshedpur. The results of these tests are being awaited.

तेल की पाइप लाइन

*१३०. श्री प्रकाशवीर शास्त्री :
श्री विद्याचरण शुक्ल :
श्री अ० क० गोपालन :
श्री कुन्हन :
श्री हेम बरुआ :
श्री प्र० चं० बरुआ :
श्री अ० सि० सहगल :

क्या खान और ईंधन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नतकटिया से नूनमती तक बनाई जाने वाली प्रस्तावित पाइप लाइन अपने नियत समय पर नहीं बन सकी और उस में कुछ बाधा आ गई है;

(ख) क्या यह भी सच है कि इस से कारखाने की क्षमता पर भी कुछ प्रभाव पड़ा है;

(ग) यदि हां, तो इस विलम्ब के फलस्वरूप कितनी हानि हुई है;

(घ) यह पाइप लाइन बनाने वाली कम्पनी कौन थी तथा किन कारणों से वह अपना काम यथासमय न कर सकी; और

(ङ) भविष्य के लिये क्या व्यवस्था सोची गई है जिस से कारखाने में पूरा काम होता रहे ?

खान और ईंधन मंत्री (श्री के० डे० मालवीय) : (क) जी हां ।

(ख) तथा (ग). आयल इण्डिया लि० और भारतीय शोधनशालाओं लि० के तकनीकी विशेषज्ञों द्वारा इन तथ्यों का परीक्षण किया जा रहा है ।

(घ) मैसर्स बर्मा आयल कम्पनी (पाइप लाइन) को नाहरकटिया से बरौनी तक सम्पूर्ण लाइन का अभिकल्पन (designing) और निर्माण कार्य सौंपा गया था । पाइप लाइन के निर्माण के लिये मुख्य ठेकेदार मैसर्ज मन्नेसमन्न-सेपेम (Mannesmann-Saipem) हैं ।

ठेकेदारों द्वारा पाइप लाइन के निर्माण में होने वाली सूचित की गयी देरी के निम्नलिखित मुख्य कारण हैं:—

(१) १९६१ में विशेष रूप से अधिक तथा असामयिक वर्षा का होना;

(२) ब्रह्मपुत्र नदी में असामान्य बाढ़ों के कारण उत्पन्न होने वाली यातायात सम्बन्धी कठिनाइयां; और

(३) रेल द्वारा कम सुविधाओं की प्राप्ति ।

(ङ) पाइप लाइन और तत्सम्बन्धी सुविधायें पूरी हो चुकी हैं और शोधनशालाओं की आवश्यकताओं को पूरा किया जायेगा ।

Kolar Gold Mines

*131. **Shri Hanumanthaiya:** Will the Minister of **Finance** be pleased to state to whom the gold produced in Kolar Gold Field was sold:

(i) prior to nationalisation;

(ii) after nationalisation; and

(iii) at what rates?

The Deputy Minister in the Ministry of Finance (Shri B. R. Bhagat): Gold produced in these mines was being sold in the open market at the prevailing market prices both before and after nationalisation. From July 1958, the entire output is being taken over by the Central Government at the international parity price of

Rs. 62:5 per *tola*, but a grant is paid to the Mysore Government to avoid any disclocation to their finances.

Control of Chit Fund

67. Shri E. Madhusudan Rao: Will the Minister of **Finance** be pleased to refer to the reply given to Unstarred Question No. 1210 on the 5th December, 1961 and state:

(a) whether any decision has since been taken in regard to regulation and control of Chit Funds in Delhi; and

(b) if so, the details thereof?

The Minister of Finance (Shri Morarji Desai): (a) and (b). The proposal to extend the Madras Chit Funds Act, 1961 to the Union territory of Delhi is expected to be placed before the Advisory Committee for this territory at the next meeting of that Committee. The Act, when extended, will provide for the registration of the chit funds, the definition of the duties and obligations of the foremen in charge of such funds, the maintenance of proper accounts and the timely and orderly disbursement of the amounts due to the subscribers.

Delhi Municipal Corporation Buildings

68. Shri E. Madhusudan Rao: Will the Minister of **Home Affairs** be pleased to state:

(a) the time by which the work on new buildings of Delhi Municipal Corporation is likely to begin; and

(b) the total cost of the building and the main features thereof?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) The Delhi Municipal Corporation hopes that the construction work would start in 18 to 24 months.

(b) The Corporation has approved the construction of buildings which are proposed to be seven storey high with a carpet area of two lakhs square feet. The scheme contains main office buildings, a Council Chamber, an assembly hall to accommodate a thousand persons, garages, cycle stands, etc. The buildings will accommodate all the departments of the General Wing of the Corporation, the Delhi Transport Undertaking, the Delhi Electric Supply Undertaking, the Water Supply & Sewage Disposal Undertaking and the Delhi Development Authority. The cost is estimated at about Rs. 122 lakhs excluding the price of land.

List of Scheduled Castes and Scheduled Tribes

69. { Shri D. C. Sharma: / Shri Siddiah:

Will the Minister of **Home Affairs** be pleased to state:

(a) the up-to-date progress made in revising the list pertaining to the Scheduled Castes, Scheduled Tribes and other Backward Classes; and

(b) the details thereof?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). Proposals for the revision of lists of Scheduled Castes and Scheduled Tribes have been received from all the State Governments except the Government of Madhya Pradesh. These are being examined in consultation with the Registrar General and the Commissioner for Scheduled Castes and Scheduled Tribes. As the Government of India do not have any list of Other Backward Classes the question of its revision does not arise.

Basic Schools in Delhi

70. Shri D. C. Sharma: Will the Minister of **Education** be pleased to state:

(a) the further progress made by the Assessment Committee set up by the Delhi Education Directorate to evaluate the progress of basic schools in Delhi in completion of its work;

(b) if so, whether any report has been submitted by the Committee;

(c) if so, what are the recommendations; and

(d) the action taken thereon?

The Minister of Education (Dr. K. L. Shrimali): (a) The Assessment Committee has examined the replies received to the questionnaire on the working of Basic Schools sent to the schools and the training institutes and has also visited the basic schools of Delhi.

(b) The report is being drafted.

(c) and (d). Do not arise.

All-India Scientific Service

71. Shri D. C. Sharma: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the progress made by the Scientific Personnel Committee in finalising its conclusions on an All-India Scientific Service in the country;

(b) the salient features of the Committee's recommendations; and

(c) the action taken by Government thereon?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) The Committee has not yet been able to complete its work but expects to finalise its recommendations by August, 1962.

(b) and (c). Do not arise.

Tax Items

72. Shri Hanumanthaiya: Will the Minister of Finance be pleased to state:

(a) the number of tax items, under which the Union Government collects its income; and

(b) whether a list of such items showing:

(i) the income from each item;

(ii) the number of employees employed under each item; and

(iii) the collection expenditure under each item (i.e., what it costs to collect each tax by way of salaries, establishment charges, contingency, T.A. and D.A. etc.),

Will be laid on the Table?

The Minister of Finance (Shri Morarji Desai): (a) and (b) (i). The attention of the hon. Member is invited to Annexure III of the Explanatory Memorandum on the Budget of the Central Government for 1962-63 which was presented to Parliament in March last.

(b) (ii) The sanctioned strength of each of the Departments including the ministerial establishment as on the dates shown against each is given below:

(a) Income-tax—19,209 as on 31st December, 1961.

(b) Central Excise—32,137 as on 1st April, 1962.

(c) Customs—5,225 as on 1st April, 1962.

(b) (iii) The figures of expenditure on the collection of each tax are given in Annexure III of the Explanatory Memorandum on the Budget of the Central Government for 1962-63. The staff of the Income-tax Department is employed on the collection of all the direct taxes and no separate staff is employed exclusively for the collection of any of the direct taxes. It is, therefore, not possible to furnish the figures of expenditure incurred by way of salaries, establishment charges, contingencies, T.A. and D.A. etc., in respect of each direct tax.

Paid up Policies of L.I.C.

73. Shri Balkrishna Wasnik: Will the Minister of Finance be pleased to state:

(a) the number and amount of paid up policies of various types of the

Life Insurance Corporation during the past five years; and

(b) number and amount of policies of the policy holders, who have insured themselves after they have paid up their earlier policies during past five years?

The Minister of Finance (Shri Morarji Desai): (a) and (b). The information is not readily available.

Immoral Traffic in Women in Delhi

74. Shri E. Madhusudan Rao: Will the Minister of **Home Affairs** be pleased to state:

(a) whether the immoral traffic in women has been completely stopped in the Capital;

(b) whether it is a fact that some of the dancing girls are carrying on the so-called trade despite the Suppression of Immoral Traffic Act of 1956; and

(c) if so, the measures being taken by Government?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Immoral traffic in women has not yet been completely eradicated in the Capital but its incidence has been considerably reduced.

(b) There may be some such cases.

(c) The police are exercising due vigilance. A Deputy Superintendent of Police has been appointed as a Special Police Officer under the provisions of the Suppression of Immoral Traffic in Women and Girls Act, 1956, for dealing with offences under the Act.

Central Services of Economics and Statistics

75. Shri E. Madhusudan Rao: Will the Minister of **Home Affairs** be pleased to state:

(a) the number of personnel fixed for the Central Services of Economics and Statistics;

(b) the time by which the first selection for these services will be made;

(c) whether there will be any percentage for direct recruitment and departmental promotion; and

(d) if so, the details thereof?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) The number of posts so far included in the Indian Statistical Service and Indian Economic Service is 179 and 298 respectively. All the persons who have been appointed in consultation with the Union Public Service Commission or on the recommendation of a Departmental Promotion Committee and who held posts mentioned above or held liens on those posts on the date of sanction of the two Services *viz.*, 1st November, 1961 are eligible for appointment to the various grades in those Services subject to their suitability being determined by the Selection Committees to be constituted by the Union Public Service Commission. The number of posts mentioned above is subject to revision in the light of the changes proposed by the Ministries participating in the two Services.

(b) The first selection for the two services is likely to take approximately six months.

(c) and (d). Except in the case of recruitment to Grade I of the two Services which will be entirely by promotion, direct recruitment and departmental promotion to other grades of those Services will be as follows:

Grade IV—Assistant Director:

(i) Not less than 75 per cent of the vacancies in this grade shall be filled by direct recruitment through an open competitive examination to be held by the Union Public Service Commission. Provided that 25 per cent of the said quota for direct recruitment may be set apart for a maximum period of 5 years for absorption of officers considered suitable for

appointment at the initial constitution of the Service but who could not be appointed in the absence of vacancies.

(ii) Not more than 25 per cent of the vacancies in the Grade shall be filled by selection from among officers serving in offices under the Government in Statistical Economic posts recognised for this purpose by the Controlling Authority who shall prepare a list of such posts in consultation with the Commission. The Controlling Authority may, in consultation with the Commission, and to or modify the list from time to time.

Grade III—Deputy Director:

(i) Not less than 75 per cent of the vacancies in this grade shall be filled by promotion from amongst Grade IV Officers who have completed not less than 4 years of service in that grade. Promotions will be made on the basis of merit with due regard to seniority by the Controlling Authority on the advice of the Board.

(ii) Not more than 25 per cent of vacancies in this grade shall be filled by direct recruitment through the Commission.

Grade II—Joint Director:

(i) Not less than 50 per cent of the vacancies in this grade shall be filled by promotion from amongst Grade III Officers who have put in at least 6 years of service in that grade. Promotions will be made on the basis of merit with due regard to seniority by the Controlling Authority on the advice of the Board.

(ii) Not more than 50 per cent of the vacancies in this grade shall be filled by direct recruitment through the Commission.

I.C.S. Officers

76. Shri E. Madhusudan Rao: Will the Minister of Home Affairs be pleased to state:

(a) whether a final decision has since been taken in regard to the fixation of salary of I.C.S. Officers in the posts that were created after the 14th of August, 1947; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The matter is still under examination.

Indian Troops in Congo.

77. Shri Hari Vishnu Kamath:
Shri Balmiki:
Shri E. Madhusudan Rao:
Shri Muhammed Elias:
Shri Mohsin:

Will the Minister of **Defence** be pleased to state:

(a) the number of Indian troops (officers and other ranks separately) and of Air Force personnel stationed in Congon at present;

(b) the number of casualties—killed, wounded and missing (separarately)—among them so far; and

(c) the amount of compensation, if any given to the families of the deceased in each case?

The Minister of State in the Ministry of Defence (Shri Raghuramaiah): (a) 27 Air Force officers and 93 airmen are stationed in Congo at present, one Medical Officer and three Other Ranks from Navy are working with the Hospital Unit. As regards Army personnel, the first turn-over of the Brigade Group which constitutes the bulk, is now in progress and is expected to be completed in May 1962. The strength of the Army personnel, before the turn-over commenced, was 192 officers, 185 JCOs and 5,285 Other Ranks. The strength on the completion of the turn-over is expected to be 189 officers, 178 JCOs and 5,173 Other Ranks.

(b) One officer and 14 Other Ranks of the Army have been killed in action; 1 Air Force officer, 5 Army officers, 5 JCOs and 72 Other Ranks of the Army were wounded in action; 1 Army officer is missing.

(c) A statement is laid on the Table of the Lok Sabha.

[*See* Appendix I, annexure No. 18].

Foreign Loans

78. Shri Hari Vishnu Kamath: Will the Minister of Finance be pleased to state:

(a) the names of countries whence loans have been secured since 15th August, 1947 for the implementation of Five Year Plans or for the execution of projects outside the Plans;

(b) the amount of loan obtained from each country, together with the purpose or purposes for which it was obtained;

(c) the terms and conditions, if any, of each such loan; and

(d) which of the loans have been fully or partly repaid up to date, showing the amount repaid in case of part payment?

The Minister of Finance (Shri Morarji Desai): (a) to (d). Two statements showing (i) the foreign loans and credits country-wise, for which agreements have been signed since August, 1947 together with the broad purpose for which they have been obtained and (ii) repayment of individual foreign loans, are laid on the Table of the House. [*See* Appendix I, annexure No. 19].

As regards the terms and conditions which vary from loan to loan, the attention of the hon. Member is invited to the individual loan agreements, the brochure, 'External Assistance 1961' and the 'Explanatory Memorandum on the Budget of the Central Government for 1962-63', copies of which are available in the Library of Parliament.

Rejected Ballot Papers in General Elections

79. Shri Hari Vishnu Kamath: Will the Minister of Law be pleased to state:

(a) the number of ballot papers rejected as invalid during the time of counting by Returning Officers at the General Elections of 1957 and 1962 respectively:

(i) in the Legislative Assembly constituencies of each State separately;

(ii) in the Parliamentary constituencies of each State and Union territory separately;

(b) whether the marking system is proposed to be ended or mended; and

(c) in either case whether the Election Commission will consult political parties betimes prior to making any final decision?

The Deputy Minister in the Ministry of Law (Shri Hajarnavis): (a) Although general elections are over in most of the constituencies, polling is yet to take place in a few snow-bound constituencies of Punjab and Himachal Pradesh. After all the elections have been completed, it will take some time for collecting and compiling the information with regard to the number of ballot papers rejected as invalid in the various Parliamentary and Legislative Assembly constituencies during the General Elections, 1962.

A statement is laid on the Table of the House showing the number of invalid votes polled for the General Elections, 1957, in Parliamentary constituencies [*See* Appendix I, annexure No. 20]. Similar information in respect of Assembly constituencies is not readily available.

(b) The Election Commission does not consider it necessary or desirable to end the making system and revert to the balloting system, except in remote and inaccessible areas or specially backward areas.

(c) The Election Commission intends consulting political parties in due course with a view to finding ways of improving the system and reducing the number of rejections.

Thefts of Cars in Delhi

80. Shri D. N. Tiwary: Will the Minister of Home Affairs be pleased to state:

(a) whether cases of thefts of cars have considerably gone up in recent months in Delhi and New Delhi;

(b) if so, the number of such cases lodged and detected in 1961-62; and

(c) the steps taken to curb such acts?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) In the first three months of 1962 there were 23 car thefts as against 18 in the last three months of 1961.

(b)	Cases lodged 58	Cases challaned	9
	,, cancelled 4	,, untraced	31
		,, under investigation	14
	True cases 54		54

Stolen cars, have, however, been recovered in all the 54 true cases.

(c) Besides police vigilance in the form of patrolling, a Special Squad under the supervision of a Supdt. of Police has been set up to trace car thieves and to expedite investigations, if any.

U.K. Bank Rate

81. **Shri D. C. Sharma:**
Shri Bibhuti Mishra:

Will the Minister of **Finance** be pleased to state:

(a) whether the cut in U.K. Bank Rate by one-half per cent has affected the Indian economy; and

(b) if so, the extent thereof?

The Minister of Finance (Shri Morarji Desai): (a) and (b). The recent cut in the British bank rate is not likely to affect the Indian economy to any significant extent.

Central Office of Life Insurance Corporation

82. **Shri S. C. Samanta:**
Shri Subodh Hansda:
Shri M. L. Dwivedi:

Will the Minister of **Finance** be pleased to state:

(a) whether there is any proposal to shift the Central Office of the Life Insurance Corporation from Bombay to a more central place from where the work of co-ordination and overall supervision may be discharged more conveniently;

(b) if so, to which place;

(c) whether the matter has been thoroughly examined; and

(d) if so, the result thereof?

The Minister of Finance (Shri Morarji Desai): (a) to (d). The Estimates Committee, 1960-61 in their 134th Report (2nd Lok Sabha) recommended that the Central Office of the Life Insurance Corporation may be shifted to a more central place. Government's reply to this recommendation has already been sent to that Committee. Presumably this matter is still under that Committee's consideration.

Promotion of Telugu Drama

83. **Shri E. Madhusudan Rao:** Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether the Sangeet Natak Akadami has given any grants for the promotion of Telugu drama in Andhra Pradesh during 1959-60, 1960-61 and 1961-62; and

(b) if so, the amount allocated for each year?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir.

(b) 1959-60: Rs. 2,000·00

1960-61: Rs. 9,000·00 (out of which Rs. 7,000·00 was sanctioned to the Andhra Pradesh Sangeet Natak Akadami for its general activities which include music and dance besides drama).

1961-62: Rs. 4,000·00.

Medium Size Steel Plant in Andhra

84. **Shri E. Madhusudan Rao:** Will the Minister of **Steel and Heavy Industries** be pleased to state:

(a) whether any decision has been taken by the expert committee appointed by Government for the establishment of a medium size Steel

Plant in Mehboobabad in Andhra Pradesh; and

(b) if so, the details thereof and the time by which the Steel Plant will be established?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) No, Sir.

(b) Does not arise.

Suicide in Rourkela Steel Plant

85. Shri E. Madhusudan Dao: Will the Minister of Steel and Heavy Industries be pleased to refer to the reply given to Starred Question No. 611 on the 5th December, 1961 and state:

(a) whether the police enquiry about the alleged suicide of Shri S. N. Misra of Rourkela Steel Plant in Orissa has since been completed;

(b) if so, the findings of the enquiry; and

(c) the action taken if any?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) to (c). It is understood that the police enquiry has been completed. A copy of the report is awaited.

Memorial to Huen Tsang At Nalanda

86. Shri E. Madhusudan Rao: Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Unstarred Question No. 1257 on the 5th December, 1961 and state whether the memorial hall at Nalanda to the memory of Huen Tsang, a Chinese traveller, has since been completed?

The Deputy Minister in the Ministry of Scientific Research and Cultural Affairs (Dr. M. M. Das): Not yet, Sir.

Fencing Around Qutab Minar

87. Shri E. Madhusudan Rao: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether Government are contemplating to pull down the steel-wire fencing that was fixed around the Qutab Minar, Delhi very recently in view of the public criticism in the press to the effect that this has marred the beauty of Qutab; and

(b) the details of other measures, if any, to be taken in the matter?

The Deputy Minister in the Ministry of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) and (b). No decision has yet been reached.

Census Figures

88. Shri Shree Narayan Das: Will the Minister of Home Affairs be pleased to state:

(a) whether final figures about India's total population as ascertained in 1961 census are available; and

(b) if so, whether a statement containing State-wise figures would be laid on the Table?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) It is expected that final figures for India will be available by the middle of this year.

(b) Does not arise.

Scientific Research

89. Shri Raghunath Singh: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the main achievements of the scientific research wing of the Ministry during the last five years; and

(b) their contribution towards developing any industry?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) and (b). The hon. Member's attention is drawn to the Annual Technical Report of the Council of Scientific and Industrial Research, copies of which are available in the Library of the House.

Illegal Entry from Pakistan

90. Shri Raghunath Singh: Will the Minister of **Home Affairs** be pleased to state:

(a) how many cases of illegal entry in western border of India from Pakistan have been detected during 1960-61 and 1961-62; and

(b) the figures of Jammu and Kashmir, Punjab and Rajasthan separately?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The Information is being collected and will be laid on the Table of the House, as soon as it is available.

महा-पण्डित राहुल सांकृत्यायन को सहायता

९१. श्री विभूति मिश्र :
श्री सरजू पाण्डेय :
श्री ज० ब० सिंह :

क्या वैज्ञानिक अनुसंधान और सांस्कृतिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि महापण्डित राहुल सांकृत्यायन (जो इस समय कलकत्ता में बीमार हैं) को चिकित्सा के लिये अनुदान की मांग की गयी है;

(ख) यदि हां, तो सरकार ने क्या निश्चय किया है; और

(ग) यदि नहीं, तो क्या सरकार महा पण्डित राहुल सांकृत्यायन की चिकित्सा के लिये उचित प्रबन्ध एवं आर्थिक सहायता देने पर विचार करेगी ?

वैज्ञानिक अनुसंधान और सांस्कृतिक-कार्य मंत्री (श्री हुमायूं कबिर). (क) जी हां ।

(ख) और (ग) उन के इलाज के लिये मंत्रालय ने १००० रुपयों का अनुदान दिया और जरूरी हुआ तो आगे की कार्रवाई पर विचार किया जायेगा ।

Bank for Loan to Farmers

92. Shri Bibhuti Mishra: Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that Government is planning the establishment of a new bank especially for giving long-term loans to farmers; and

(b) if so, the broad outlines of the scheme?

The Minister of Finance (Shri Morarji Desai): (a) and (b). The proposal to set up an agricultural development finance corporation is being examined in consultation with the Reserve Bank. No other proposal to establish any institution for giving long-term loans to farmers is under consideration.

Development of Urdu Language

93. Shri S. M. Banerjee: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) what positive steps have been taken to develop Urdu language; and

(b) whether suggestions of the Tarraki-e-Urdu Zaban have been considered by Government?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Under the scheme of "Development of Modern Indian Languages", grants have been sanctioned for bringing out suitable books in Urdu. Under the scheme for "Grants to Cultural Organisations", financial assistance has been given to deserving institutions engaged in the propagation and development of Urdu language. Assistance has also been given to well-known writers in Urdu under the scheme of "Assistance to Literary Men|Artists etc. in Indigent Circumstances".

(b) No suggestions have been received from any organisation of this name.

Upgrading of Kanpur City

94. Shri S. M. Banerjee: Will the Minister of **Finance** be pleased to state:

(a) whether Kanpur city is likely to be upgraded to 'A' class city in accordance with the recommendations of Pay Commission; and

(b) if so, since when?

The Minister of Finance (Shri Morarji Desai): (a) and (b). The Second Pay Commission recommended that the classification of cities on the basis of population was a sound general criterion and should continue. In accordance with that recommendation, Government have decided that cities with population exceeding 20 lakhs should be classified as 'A' class cities for the purpose of grant of compansatory (city) and house rent allowances to Central Government servants. As the population of Kanpur is less than 10 lakhs, the question of its upgradation as an 'A' class city does not arise for the present.

Delhi Administration

95. Shri Mohan Swarup: Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that about 12,000 declaration forms which have to accompany applications for exemption from Sales Tax have been stolen from the offices of the Delhi Administration;

(b) if so, have Government fixed the responsibility for the theft; and

(c) what are the details of the theft and action taken against the culprits?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes.

(b) The matter yet is under investigation.

(c) 480 books of declarations in form 'C' containing 12,000 forms were found stolen on 31st March 1962. Following action has been taken to apprehend the culprits:—

(i) A preliminary enquiry has been held.

(ii) The matter has been reported to the Police, C.I.D. (Crimes) Branch who are investigating the matter.

(iii) To attract co-operation from the public etc., the Police have announced the grant of a suitable reward.

(iv) The departmental officers are keeping close watch to take immediate notice as and when any of the stolen forms are utilised and produced. Special watch is being kept on shady dealers.

(v) Form 'C' are generally utilised by the dealers for getting the railway receipts released. In order to prevent the misuse of the stolen forms the banks are being requested to report to the Police or to the Delhi Administration whenever any of the lose forms are tendered.

(vi) All the stolen forms have been declared obsolete and invalid for the purpose of sub-section (4) of Section 8 of the Central Sales Tax Act, 1956. Intimation therefore has been sent to the Commissioners of Sales Tax of all States who have been requested to give wide publicity to the loss and intimate the Delhi Administration as and when any of these forms are produced before them.

(vii) Fresh forms are proposed to be printed with different colour and different water marks.

(viii) The stock of forms lying with the department has since been shifted to the

Deputy Commissioner's Office where it will be preserved under double lock and key.

प्रतिरक्षा कर्मचारियों के वेतन क्रम

९६. **श्री बाल्मीकी** । क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) देश की सभी छावनियों में काम करने वाले भंगी आदि चतुर्थ श्रेणी के कर्मचारियों के वेतन-क्रम में विषमता को दूर करने के लिये क्या उपाय किये गये हैं ;

(ख) विभिन्न छावनियों के वेतन-क्रम क्या हैं ।

(ग) क्या यह सच है कि उन्हें सेवानिवृत्ति सम्बन्धी लाभ भी नहीं मिलते हैं; और

(घ) यदि, नहीं तो क्यों ?

प्रतिरक्षा मंत्रालय में राज्य-मंत्री (श्री रघुरामैया) : (क) छावनी बोर्डों के चतुर्थ श्रेणी कर्मचारियों के वाजबी वेतन दरों और इस के साथ अन्य बातों में निर्णय देने के लिये, नवम्बर, १९५८ में एक राष्ट्रीय औद्योगिक न्यायाधिकरण नियुक्त किया गया था । अधिकरण के निर्णय को मान लिया गया था और उसे कार्यान्वित कर दिया गया है । भंगियों और अन्य चतुर्थ श्रेणी कर्मचारियों के वेतनदरों में कोई भिन्नता नहीं है ।

(ख) एक विवरण सभा पटल पर रखा गया है । [देखिये परिशिष्ट १, अनुबन्ध संख्या २१]

(ग) जी, नहीं । उन्हें सहकार्य भविष्य निधि और सेवानिवृत्ति ग्रेच्युटी के रूप में सेवानिवृत्ति संबंधी सुविधाएं प्राप्त हैं ।

(घ) प्रश्न नहीं उठता ।

Tax Relief to Tea Industry

97. **Shri P. C. Borooah:** Will the Minister of **Finance** be pleased to refer to the reply given to Unstarred Question No. 180 on the 20th March, 1962, and state:

(a) whether a decision has since been taken on the demands of the Tea Association of India, Calcutta for tax relief to the Tea Industry; and

(b) if so, what is Government's decision?

The Minister of Finance (Shri Morarji Desai): (a) and (b). The question is under consideration.

Revision of Pay of Assistants

98. **Shri P. C. Borooah:** Will the Minister of **Home Affairs** be pleased to refer to the reply given to Unstarred Question No. 76 on the 15th March, 1962 and state:

(a) what decision has since been taken on the demand for the revision in the initial pay of the Assistants;

(b) whether the demand has been turned down or held in abeyance; and

(c) if so, on what grounds?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). It has not been found feasible to accede to the proposal of the Central Secretariat Service Grade IV (Direct Recruits) Association for the revision of the minimum of the pay-scale of Assistant from Rs. 210 to Rs. 220.

(c). The existing decision in this matter has been taken on the basis of the recommendations of the Second Pay Commission who specifically recommended a minimum of Rs. 210 for the Assistants after taking all relevant aspects into consideration. Government do not consider that there are good and sufficient grounds for raising this minimum to Rs. 220.

Coal Washery at Kathara (Bihar)

99. **Shri P. C. Borooah:**
Shri Muhammed Elias:

Will the Minister of **Mines and Fuel** be pleased to state:

(a) whether an Indo-Soviet agreement has been signed for the setting

up of a coal washery at Kathara (Bihar); and

(b) if so, what are the main terms of the agreement?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) and (b). Yes, an agreement has been signed on 26-3-1962, between the National Coal Development Corporation and a Russian Organisation for the preparation of the Detailed Project Report and the Working Drawings for a three million ton coal washery at Kathara. The project will be financed out of the 112.5 million rouble credit made available to India. The main terms of the agreement are:

1. The project report will be prepared within seven months from the date of receipt of all the initial data, which has since been supplied.

2. The report will include details of main technical and economic data for the Kathara washery as a whole and of its separate units.

3. The detailed project report will be prepared in conformity with the technical specifications, norms and standards in orce in U.S.S.R. taking into account the local conditions and regulations as obtaining in India.

4. The Working Drawings will be delivered within one year beginning from March, 1963 to March, 1964.

Bonus for Field Employees of L.I.C.

100. Shri S. M. Banerjee: Will the Minister of **Finance** be pleased to state:

(a) whether Life Insurance Corporation has rejected the demand of bonus for the Field Employees;

(b) if so, on what grounds; and

(c) the steps taken by Government?

The Minister of Finance (Shri Morarji Desai): (a). Yes, Sir.

(b) and (c). According to the Life Insurance Corporation (Staff) Regulations, 1960, framed under the Life Insurance Corporation Act, 1956, officers of the Corporation whether on the Development or Administrative side are not entitled to bonus. But Field Officers are entitled to other inducements not available to other employees of the Corporation. These are multiple increments, temporary increments (which are made permanent on continued good performance) and bonus commission, depending on the amount of business obtained.

Asian Education Ministers' Conference in Tokyo

101. **Shrimati Maimoona Sultan:**
Shri Raghunath Singh:
Shri Bibhuti Mishra:
Shri Shree Narayan Das:
Shri M. R. Krishna:

Will the Minister of **Education** be pleased to state:

(a) whether a conference of Asian Education Ministers was held in Tokyo (Japan) in the beginning of April, 1962;

(b) if so, what matters were discussed and what decisions were taken at the conference;

(c) which countries participated in the conference; and

(d) what action is being taken by Government to implement the decisions in so far as they relate to India?

The Minister of Education (Dr. K. L. Shrimali): (a). Yes, Sir.

(b). The Conference reviewed the progress of the Karachi Plan and discussed the ways and means of implementing it in future. The Karachi Plan was adopted in January 1960 by representatives of seventeen Asian States with the object of introducing, in the course of 20 years, universal, compulsory and free primary education of not less than seven years' duration.

(c) India, Afghanistan, Burma, Cambodia, Ceylon, China, Indonesia, Irran, Japan, Korea, Laos, Malaya, Nepal, Pakistan, Philippines, Singapore, Thailand and Viet-Nam.

(d) The Government is awaiting the report of the Conference from Unesco and will examine the recommendations for suitable action.

Reorganisation of Secondary Education

102. Shrimati Maimoona Sultan: Will the Minister of **Education** be pleased to state:

(a) the progress in regard to the implementation of the recommendations of the Secondary Education Commission for the reorganisation of the higher secondary and pre-university education system; and

(b) how far the recommendations still remain to be implemented?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). The Secondary Education Commission made a large number of recommendations on the organisational pattern of secondary education, curriculum, methods of teaching, teaching personnel and other allied issues. The aim of these inter-related recommendations was to improve the quality of Secondary education. Since then a number of measures have been taken to improve the pattern of education at that stage, to diversify education, to provide and strengthen pre-service and in-service training for teachers, to improve the examination system, to strengthen teaching of English, Science and other subjects, and to encourage experiment and research in the field of Secondary education. In terms of numbers, out of 17,165 secondary schools, there were 3628 higher secondary schools of the new pattern up to the end of the second Plan period; and 2,115 of these were of the multipurpose type providing instruction in diversified courses.

Stipends to Poor Students of Delhi Schools

103. Shrimati Maimoona Sultan: Will the Minister of **Education** be pleased to refer to the reply given to Starred Question No. 203 on the 26th March, 1962 and state:

(a) whether students from poor families who constantly secure high positions in their classes in the Government-run or aided schools in Delhi and who for some reasons beyond their control cannot appear in the competitive tests at the end of class V or VIII are also given some stipend or aid in the shape of free books, uniforms etc. from out of the so-called Poor-Funds; and

(b) if so, how these stipends are administered?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). Financial assistance to poor and deserving students is given out of the Poor Fund for the payment of fees, purchase of books and clothings. In addition, poor and deserving students are granted full fee and half fee concessions to the extent of 10 per cent of the number of students on rolls in a school on the 31st July each year.

The Poor Fund is administered by a Committee consisting of the Head of the Institution, two teachers and three students. The fee concessions are granted by the Head of the Institution in accordance with the rules laid down by Government.

Conference on Asian Archaeology

104. Shrimati Maimoona Sultan: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether an international conference on Asian Archaeology was held in December, 1961 in Delhi;

(b) if so, what were the main recommendations of the conference; and

(c) what action has since been taken to implement the recommendations in so far as they relate to India?

The Deputy Minister in the Ministry of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Yes, Sir.

(b) The main recommendations were:—

(i) the standardisation of prehistoric nomenclature in Indian Archaeology.

(ii) the holding of the Conference on Asian Archaeology, if praticable, every five years and the establishment of a Secretariate in the Archaeological Survey of India for the purpose of convening the next meeting; and

(iii) the provision of greater facilities of movement between Asian Countries for Scientists particularly Archaeologists, for research work.

(c) Recommendation at (b) (i) above has been brought to the notice of all Archaeologists in India.

Recommendation at (b) (ii) above has been accepted by the Government of India; and

Recommendation at (b) (iii) is under examinination.

Parity in Employment of Students of Arts, Science and Technology

105. Shrimati Maimoona Sultan: Will the Minister of **Education** be pleased to state:

(a) whether the Central Advisory Board of Education had recommended in their meeting held in January this year to explore the possibility of devising measures for securing parity in employment and other prospects as between students of arts and science and technological subjects; and

(b) if so, what action has been taken in this regard so far?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) The matter is under consideration.

Girls Education at Secondary Stage

106. { Shrimati Maimoona Sultan: / Shri E. Madhusudan Rao:

Will the Minister of **Education** be pleased to state:

(a) whether the Central Advisory Board of Education had recommended in January this year for inclusion of proper schemes for provision of increased facilities for girls education at the secondary stage in the Third Five Year Plan;

(b) if so, what steps have so far been taken to implement this recommendation?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) The recommendation has been sent to all the States and Union Territories for consideration and implementation.

Training of Primary School Teachers

107. Shrimati Maimoona Sultan: Will the Minister of **Education** be pleased to state:

(a) the progress so far achieved in the implementation of the programme initiated in the Second Five Year Plan for expansion of training facilities for primary teachers; and

(b) how far it still remains to be implemented?

The Minister of Education (Dr. K. L. Shrimali): (a) During the Second Five Year Plan, the Government of India sponsored a Scheme for increasing Teacher Training facilities at the elementary stage of education. Under this Scheme, the State Governments were assisted on a 100 per cent basis for this purpose.

The Progress achieved under this Scheme is given in the Statement. [*See* Appendix I; annexure No. 22).]

(b) Implementation of the Scheme has come to an end with the end of the Second Five Year Plan.

Extraordinary Diamond

108. Shri E. Madhusudan Rao: Will the Minister of **Mines and Fuel** be pleased to refer to the reply given to Unstarred Question No. 987 on the 30th November, 1961 and state:

(a) whether the value of the diamond weighing 47 *ratties* that was found recently in Panna has been assessed;

(b) whether it is also a fact that this is bigger than Kohinoor;

(c) the cost that has been assessed;

(d) whether Government will now sell the diamond or would like to retain it; and

(e) the percentage that will go to the miner who found it in Panna?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) to (e). Diamond weighing 47 *rattis* was found by a private miner which has been deposited with the Government of Madhya Pradesh. Its value has not yet been assessed. It is not known whether the new diamond found is bigger than Kohinoor. The usual practice is that diamonds discovered by miners are auctioned by the State Government authorities and from the sale proceeds 20% of the value of diamonds is deducted as royalty due to the State Government and the balance is given to the owner.

Production of Coal in Singareni Mines

109. Shri A. K. Gopalan: Will the Minister of **Mines and Fuel** be pleased to state:

(a) Whether Government are aware of the fact that the production of coal in Singareni Group of Mines is greatly impeded due to the shortage of power; and

(b) if so, what steps are proposed to be taken by Government to augment the supply of power to these collieries and the amount likely to be spent for this?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) Shortage of power has not so far affected the rate of production in the Singareni collieries.

(b) The requirements of power for increased production from this area during the III Plan, among others, is being gone into by a Study Team set up for the purpose. The report of this team is expected this month. Further action to ensure supply of power to collieries will be taken on receipt of this report.

Welfare of S.C. and S.T.

110. Shri Kunhan: Will the Minister of Home Affairs be pleased to state:

(a) whether any amount was surrendered as unspent by the Kerala Government in 1959-60 and 1960-61 under the State and Centrally sponsored programmes for the welfare of Scheduled Castes and Scheduled Tribes; and

(b) if so, the amount, yearwise?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes.

(b)

Amount of Central grants not spent

(Rs. in lakhs)

Year	Category of Backward Classes	State Sector	Central Sector
1959-60	Scheduled Castes	1·71	4 06
	Scheduled Tribes	1·65	5·41
1960-61	Scheduled Castes	Nil	8·57
	Scheduled Tribes	1·81	1·41

Industrial Coke for Madras

111. Shri Umanath: Will the Minister of **Mines and Fuel** be pleased to state:

(a) the quantity of Industrial Coke required for the use of Madras State; and

(b) whether sufficient quantity is being allotted and transported to the State?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) The monthly quota of hard coke for Madras State has been fixed at 119 wagons per month. The actual demand, however, exceeds this, as in the case of practically every other State. The quota has been fixed after taking into account both the availability of hard coke for various industries and the rail transport available for moving it.

(b) The despatches of hard coke to Madras State during the months of January, February and March, 1962 were 80, 57 and 98 wagons respectively.

Additional Universities in Madras

112. Shri Umanath: Will the Minister of **Education** be pleased to state:

(a) whether the Madras Government have sent up proposals for starting additional Universities; and

(b) if so, the details thereof?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). The Government of Madras had referred the proposal for the setting up of a University at Madurai to the University Grants Commission and the latter accepted the proposal in principle in October, 1960. The matter has been pending with the Government of Madras for a final decision. The Government of Madras have not since sent up any proposal for starting additional Universities in the State.

Regional Engineering College at Tiruchi

113. Shri Umanath: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) where the proposal to open a regional engineering college at Tiruchi in Madras State stands; and

(b) the amount allotted by the Central Government to Madras State in respect of the Scheme?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) The Regional College has been sanctioned and detailed proposals for starting the institution are awaited from the State Government.

(b) No specific allotment has been made to the State but a total provision of Rs. 5 crores has been made in the Central Plan for all the new Regional Colleges.

"Doma Fund"

114. Shri Raghunath Singh: Will the Minister of **Defence** be pleased to state:

(a) whether a fund known the "Defence Organisation Mutual Assistance Fund" was started in the Defence Headquarters in 1950;

(b) whether the said fund was closed down after some years;

(c) whether it is a fact that the amount contributed by the staff has been paid back to the employees who are still serving in the Defence Headquarters;

(d) whether it is a also a fact that the ex-employees of the Armed Forces Headquarters who are present serving in the Ministries|Departments of the Central Government, have not been paid back their contributions so far; and

(e) if so, the steps taken or proposed to be taken to refund the amount to those persons?

The Minister of State in the Ministry of Defence (Shri Raghuramaiah): (a) Yes.

(b) Yes, Sir, in 1956.

(c) Refund of amounts as decided by the Governing body of the fund has been made to all the individuals who had subscribed to the fund upto the end of April 1956. As regards those who had dicontinued their subscriptions earlier, some have been paid, and the remaining are yet to be paid.

(d) The position in respect of such of the subscribers as have been transferred to other Ministries/Offices is the same as stated in (c) above.

(e) Arrangements are being made to repay shortly the amounts due to the remaining individuals serving in Ministry of Defence and Armed Forces Headquarters, other Ministries|Departments and those who have retired from service.

Assistant Commissioners for Scheduled Caste & Scheduled Tribes

115. **Shri Achuthan:** Will the Minister of **Home Affairs** be pleased to state:

(a) how many Assistant Commissioners for Scheduled Castes and Scheduled Tribes are now functioning under the Commissioner for Scheduled Castes and Scheduled Tribes and which are their Head-quarters; and

(b) how many of them belong to the Scheduled Castes and Scheduled Tribes?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) There are ten regional Assistant Commissioners for Scheduled Castes and Scheduled Tribes, with headquarters at New Delhi, Lucknow, Jaipur, Bhopal, Ranchi, Shillong, Poona, Baroda, Hyderabad, Madras. Besides, there is also an Assistant Commissioner at Delhi.

(b) Three belong to Scheduled Castes and one to a Scheduled Tribe.

Travelling Allowances Drawn by Ministers

116. **Shri Balkrishna Wasnik:** Will the Minister of **Home Affairs** be pleased to state the total amount of travelling and daily allowance (if any) separately drawn by each Minister, Deputy Minister and Parliamentary Secretary during 1957-62 so far Ministry-wise?

The Minister of State in the Ministry of Home Affairs (Shri Datar): The information is being collected and will be laid on the Table of the House.

Free and Compulsory Education in Mysore

117. **Shri C. R. Basappa:** Will the Minister of **Education** be pleased to state:

(a) whether Government of Mysore have asked the Centre for assistance in the matter of expansion of free and compulsory primary education in Mysore; and

(b) if so, what help is given or is proposed to be given in this regard?

The Minister of Education (Dr. K. L. Shrimali): (a) In accordance with the existing procedure for sanctioning central assistance for schemes included in the third five year plans of the State Governments, it is not necessary for any State Government to ask for such assistance; ⅓th of the admissible assistance is automatically released as "Ways and Means Advances" and the final payment sanction is issued on receipt of expenditure figures from the State Governments.

(b) The pattern of central assistance for schemes relating to elementary education is as follows from 1962-63 onwards:

(1) Special schemes relating to girls' education—Grant—100 per cent.

(2) Teachers' training—Grant—100 per cent.

(3) Appointment of additional teachers for primary schools —Grant—50 per cent.

(4) Scholarships for primary school students—Grant—75 per cent.

Law and Order problem in Delhi

118. **Shri Basappa:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether any effective steps have been taken to tackle law and order problem in Delhi;

(b) whether Delhi Police is going to be re-organised; and

(c) if so, the details thereof?

The Minister of Home Affairs (Shri Lal Bahadur Shastri): (a) The Police are maintaining strict vigilance and have adopted various measures to check crime. The whole town is being patrolled day and night by the police on foot, by cycles and in mobile vans. About 1500 police personnel are deputed every night on patrolling duty. A central Control Room is operating at the Parliament Street Police Station to attend to all immediate calls which are passed on to mobile vans by wireless.

(b) The matter is expected to receive consideration in due course.

(c) Does not arise.

Survey by World Bank Experts

119. Shri Muhammed Elias: Will the Minister of Finance be pleased to state:

(a) whether the World Bank experts have completed their survey for the development of Calcutta city; and

(b) if so, the details thereof?

The Minister of Finance (Shri Morarji Desai): (a) The World Bank has not been entrusted with the survey for the development of Calcutta city; the survey has been undertaken by the Calcutta Metropolitan Planning Organisation set up by the West Bengal Government.

(b) Does not arise.

Bhadravati Iron and Steel Works

120. Shri Basappa: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether it is a fact that the Bhadravati Iron and Steel Works have been converted into a Corporation; and

(b) what steps have been taken to convert this factory to produce mainly special steels?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) Yes, Sir. A corporation was formed on the 30th June, 1961, and it has taken over the management of the Mysore Iron and Steel Works, Bhadravati, from 1st April, 1962.

(b) Government have under consideration a proposal received from the Mysore Government for manufacturing 15,000 tons per annum of high grade alloy and special steel bars at the Works. This is in addition to the steel expansion scheme already sanctioned by Government for production of 100,000 tons per annum of steel ingots to be converted into 85,000 tons of saleable steel.

Gas Pipe-line in Gujarat

121. Shri P. C. Borooah: Will the Minister of Mines and Fuel be pleased to state:

(a) whether a decision has been taken on the scheme of the Oil and Natural Gas Commission for supplying gas through a net work of pipeline in Gujarat;

(b) if so, the details thereof; and

(c) what is its cost?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) No, Sir.

(b) and (c). Do not arise.

Arrest of Chinese Residents of Delhi

122. Shri Surendranath Dwivedy: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that a Chinese resident of the Capital was arrested on the 10th April, 1962 by the Delhi Police;

(b) if so, what are the reasons of his arrest; and

(c) how many Chinese residents of the Capital have been arrested so far?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). A Chinese national was arrested not on the 10th April but on the 25th March, 1862, for not complying with the order to leave India served on him under the Foreigners Act, 1946.

(c) Only one.

Title of Knighthood

123. Shri Raghunath Singh: Will the Minister of **Home Affairs** be pleased to state how many Indian citizens have resigned the title of Kinghthood since 1946 up to date?

The Minister of State in the Ministry of Home Affairs (Shri (Datar): On the 13th July 1949, orders were issued laying down that, with the exception of hereditary titles and awards for acts of gallantry conferred upon Armed Forces personnel, no reference should hereafter be made in official documents to titles against the names of any Indians. The titles were not, however, to be surrendered, but only their use in official documents was to be stopped. These orders did not apply to Ruling Princes.

Integration of Posts of U.D.C's. and Assistants

124. Shri D. C. Sharma: Will the Minister of **Home Affairs** be pleased to state:

(a) whether the proposal to integrate the posts of Upper Division Clerks and Assistants of the Central Secretariat mooted out some time back has been considered by Government; and

(b) if so, the outcome thereof?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). Attention is invited to the answer given in the House on the 25th August, 1961, to Unstarred Question No. 2499 by Shri P. C. Borooah.

Indian National Church

125. { Shri Raghunath Singh: / Shri D. C. Sharma:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that the Indian National Church has called upon the Union Government to repeal the Indian Church Act, 1927 to remove the foreign influence on Indian Christians; and

(b) if so, action taken in the matter?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) No representation from the Indian National Church has been received by the Government of India to repeal the Indian Church Act, 1927. The Act has, however, already been repealed by the British Statutes (Application to India) Repeal Act, 1960.

(b) Does not arise.

Post-Matric Scholarships to Backward Class Students

126. Shri Ram Harkh Yadav: Will the Minister of **Education** be pleased to state:

(a) the amount of money allocated for the award of Post-matric scholarships to the Scheduled Tribe, Scheduled Caste and Other Backward Class students during the academic year 1962-63;

(b) the criteria, if any, adopted for the award of the aforesaid scholarships;

(c) the instalments and time schedule, if any, fixed for the payment of the scholarships; and

(d) the number of the aforesaid scholarships in different States?

The Minister of Education (Dr. K. L. Shrimali): (a) Funds for the current year will be sanctioned immediately after the budget for 1962-63 has been voted by the Parliament.

(b) (i) All eligible Scheduled Tribes students are awarded scholarships. (ii) All eligible Scheduled Caste students are awarded scholarships if covered within the means test prescribed for them (Upper income limit of the guardians being Rs. 500 p.m). (iii) Other Backward Classes students are awarded scholarships strictly in order of merit subject to the application of means test.

(c) The implementation of the Scholarships Scheme has been decentralised with effect from 1959-60. The procedure for payment of scholarships and the time schedule therefor is decided by the State Governments in such a manner that payments are made promptly.

(d) The number of scholarships to be awarded during the year 1962-63 will be known after the close of the current year. This information will be available with the State Governments.

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12 hrs

RE: MOTIONS FOR ADJOURNMENT

Mr. Speaker: I have to take the House into confidence in connection with some discussions that I had with certain Members of the main Groups in the Opposition. I had brought to their notice that the real intention or the purpose behind an adjournment motion was really lost, and the matter did not seem, in fact, a real matter of urgent public importance, when notices were given on trivial, and some times, even—hon. Members would excuse me for saying this—frivolous matters.

So, I had discussed this question, and I had suggested that the same purpose could be served, if we were to take up those urgent matters in some other form; for, in the morning, when hon. Members read some news in the papers, they feel agitated over certain issue, and they want to have some answer on just the same day. That was the purpose behind the new process that was evolved, namely that such notice could be given as a calling-attention-notice. If we look into the words, we find that the same words have been used there also. So, a matter of urgent public importance can be brought up in the form of a calling-attention-notice.

Though we have not reached a final decision yet, and the discussions would be pursued, I hope that if the Members agree, then probably it would be much better if we call the attention of the Minister to the matter of urgent public importance; if I receive the calling-attention-notice, and the Minister gives whatever information he is able to get in a short time, at that moment, then perhaps the purpose would be served.

An adjournment motion involves an element of censure, which is very seldom intended. I do not mean that adjournment motions would be absolutely ruled out. If there are occasions, and there are important matters of urgent public importance on which such notices have to be given, they might be given. But, normally, when there are some matters in the constituencies or other matters of urgent public importance, the same purpose can be served, and the information got from Government, if a notice for calling attention is given. I would just find out by consulting Government as well whether it would be possible for the Minister concerned to give information; and I would expect that he would try to give as much information as is possible on that very day, when that notice is given, or some time later in the day. If he wants some more time, perhaps, he can say that he might be given some time, and he would give the information on the next day. Then, the whole purpose would be served.

Then, we shall see that notices of adjournment motions are only given when they are really intended, and there is such a purpose behind them as can be served only by them.

I hope that I shall have the co-operation of the whole House in that respect.

Shri Hem Barua (Gauhati): May I submit as one who had submitted a large number of adjournment motions during the last five years, that I agree completely with you when you say that often adjournment motions are tabled on trivial and frivolous subjects. But then this is a vast country and conditions in this country have not as yet stabilised. Therefore, there would be incidents all round of urgent public importance on which adjournment motions would be necessary. When you consider in your wisdom that certain adjournment motions are on trivial subjects you have the authority to rule them out. But that does not mean that there should be an attempt to rather rule out all adjournment motions or play down adjournment motions as such.

You have said that in their place, calling attention notices may be submitted. On the other hand, may I say that these calling attention notices take a long time to be replied to? The Administration takes at least two days.....

An Hon. Member: On the same day.

Shri Hem Barua: Not the same day (*Interruptions*).

Mr. Speaker: The hon. Member has heard only a part of my observations, not the whole of them.

Shri Hem Barua: I have another objection. Not that the situation might improve and the reply will be given in a day, but, on the other hand, calling attention notices are always very timid affair; they do not have the warmth and enthusiasm that adjournment motions create. That is why I say that adjournment motions ought to be allowed and I hope you would reconsider it.

Shri N. S. Nair (Quilon): On a point of information. Are we to understand that in the new Third Parliament of India a new Speaker is trying to introduce a convention that there should be no adjournment motions? If so, is it a very healthy and democratic convention?

Mr. Speaker: I have not said what is being attributed to me.

12·06½ hrs.

RE: CALLING ATTENTION NOTICES

Mr. Speaker: There were two calling attention notices. I think the hon. Home Minister has got that copy. Is he ready to give some information?

The Minister of Home Affairs (Shri Lal Bhadur Shastri): I thought you would make it applicable from tomorrow.

Mr. Speaker: There is no harm. If the hon. Minister is not ready today, I will put it off for tomorrow when he will give the information. We are making a beginning and there is no harm if we enforce it from tomorrow.

Shri Hem Barua (Gauhati): Let us start it from today.

Shri Priya Gupta (Katihar): When it is said 'from tomorrow', does it mean that today's information will be given importance tomorrow also or 'today' will be eliminated?

Mr. Speaker: It is not eliminated.

Shri Surendranath Dwivedy (Kendrapara): As regards my calling attention motion, the Prime Minister is here. I think he can answer it.

Mr. Speaker: It is a calling attention notice. I have not considered it. I will look into that also.

12.08 hrs.

PAPERS LAID ON THE TABLE

INDIA-CHINA CORRESPONDENCE

The Prime Minister, Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): I beg to lay on the Table a copy each of the following papers:—

(i) Chinese note dated the 1st March 1962, regarding renewal of 1954 Trade Agreement between China and India; and

(ii) Government of India's reply dated the 11th April 1962. [*Placed in Library, See* No. LT-16/62].

Shri Hari Vishnu Kamath (Hoshangabad): On a point of clarification. In view of the fact that the second paper laid on the Table brings the correspondence up to the 11th April 1962, may I know whether the Prime Minister proposes to lay on the Table the Note of the 22nd or 23rd March from the Chinese Government which according to press reports, contains all kinds of threats against India?

Shri Jawaharlal Nehru: We are trying to lay every correspondence between China and India on the Table of the House. I cannot say offhand whether that particular paper has been laid or is going to be laid. But if it has not been laid, it is bound to be laid.

NOTIFICATIONS UNDER MINES AND MINERALS (REGULATION AND DEVELOPMENT) ACT

AND

NOTIFICATION UNDER COAL MINES (CONSERVATION AND SAFETY) ACT

The Minister of Mines and Fuel (Shri K. D. Malaviya): I beg to lay on the Table—

(i) a copy each of the folowing Notifications under sub-section (1) of section 28 of the Mines and Minerals (Regulation and Development) Act, 1957:—

(a) S.O. No. 2060 dated the 2nd September, 1961. [*Placed in Library, See* No. LT-17/62]

(b) The Mining Leases (Modification of Terms) Amendment Rules, 1961 published in Notification No. G. S. R. 455 dated the 1st April, 1961. [*Placed in Library, See* No. LT-18/62]

(c) The Minerals (Conservation and Development) (First Amendment) Rules, 1961 published in Notification No. G. S. R. 651 dated the 6th May, 1961. [*Placed in Library, See* No. LT-19/62]

(d) The Minerals (Conservation and Development) (Second Amendment) Rules, 1961 published in Notification No G. S. R. 951 dated the 22nd July, 1961.

(e) Notification No. G. S. R. 880 dated the 8th July, 1961.

(f) The Mineral Concession (Amendment) Rules, 1961, published in Notification No. G. S. R. 1133 dated the 16th September, 1961.

(g) Notification No. G. S. R. 1199 dated the 30th September, 1961.

(h) The Mineral Concession (Second Amendment) Rules, 1961 published in Notification No. G. S. R. 1303 dated the 28th October, 1961.

(i) The Mineral Concession (Third Amendment) Rules, 1961 published in Notification No. G. S. R. 1446 dated the 9th December, 1961.

(j) The Mineral Conservation and Development (Third Amendment) Rules, 1961 published in Notification No. G. S. R. 1531 dated the 30th December, 1961.

(k) The Mineral Concession (Amendment) Rules, 1962 published in Notification No. G. S. R. 166 dated the 10th February, 1962.

(l) The Mineral Conservation and Development (Fourth Amendment) Rules, 1961 published in Notification No. G. S. R. 114 dated the 27th January, 1962. [*Placed in Library, See* No. LT-20/62]

(ii) a copy of the Coal Mines (Conservation and Safety) Amendment Rules, 1962 published in Notification No. G. S. R. 60 dated the 13th January, 1962, under sub-section (4) of section 17 of the Coal Mines (Conservation and Safety Act, 1952. [*Placed in Library, See* No. LT-21/62].

ANNUAL REPORT OF UNIVERSITY GRANTS COMMISSION

The Minister of Education (Dr. K. L. Shrimali): I beg to lay on the Table a copy of the Annual Report of the University Grants Commission for the period from April 1960 to March 1961 under section 18 of the University Grants Commission Act, 1956. [*Placed in Library, See* No. LT-22/62]

RICE MILLING INDUSTRY (REGULATION AND LICENSING) AMENDMENT RULES

The Deputy Minister in the Ministry of Food (Shri A. M. Thomas): I beg to lay on the Table a copy of the Rice-Milling Industry (Regulation and Licensing) Amendment Rules, 1961 published in Notification No. G. S. R. 93 dated the 20th January, 1962, under sub-section (4) of section 22 of the Rice-Milling Industry (Regulation) Act, 1958. [*Placed in Library, See* No. LT-23/62]

12.11 hrs.

ELECTION OF DEPUTY-SPEAKER

Mr. Speaker: Dr. Ram Subhag Singh to move the motion.

Shri Tridib Kumar Chaudhuri (Berhampur): On a point of order, Sir. There are four substantive motions. They all relate to the election of the Deputy-Speaker. So, I want to know whether all these separate motions will be moved one after another, and how we are to vote. Will the first motion be moved first, and the other motions treated as amendments to the first motion?

Shri Frank Anothony (Nominated—Anglo-Indians): May I support the point of order? You have been pleased to circulate sub-rule (4) of rule 8 which says presumably that these will be treated as substantive motions, and each will be voted on in a chronological order, so to speak, but I would make a respectful submission to you. You have an over-riding power. You may say this is the specific rule. So far as motions generally are concerned, there can only be one substantive motion. Anything else must necessarily be by way of amendment. May I submit with respect that that was our intention, to give amendments to this motion with regard to the election of the Deputy-Speaker?

Two things arise from that. If they are treated as amendments, then you will be pleased to take the voting on the amendments first, and you will also necessarily allow us to support, or give some reasons as to why we have moved those amendments. If you are pleased to put the substantive motions, the House will be completely in the dark as to why the subsequent motions have been moved.

Mr. Speaker: But the hon. Member has already said himself that there is a specific rule. When there is a specific rule, so long as it is there, I shall have to follow that. How can I override that and just transgress that, when it is specifically laid down? The procedure is there; I will certainly follow that. So, I call upon Dr. Ram Subhag Singh to move his motion.

डा० राम सुभग सिंह (विक्रमगंज): अध्यक्ष महोदय, मैं प्रस्ताव करता हूं कि इस सभा के सदस्य श्री कृष्णमूर्तिराव को इस सभा का उपाध्यक्ष चुना जाय।

The Minister of State in the Ministry of Defence (Shri Raghuramaiah): Sir, I second the motion.

Mr. Speaker: Motion moved:

"That Shri S. V. Krishnamoorthy Rao, member of this House, be chosen as the Deputy-Speaker of this House."

Shrimati Renu Chakravartty (Barrackpore): May I just ask for a clarification? Does it mean that now voting takes place on that?

Mr. Speaker: I will allow the other motions to be moved also.

Shrimati Renu Chakravartty: How will the voting take place?

Mr. Speaker: Just as they are entered in the Order Paper. If one is carried....

Shrimati Renu Chakravartty: The others just fall through.

Mr. Speaker: The others just fall through.

Shrimati Renu Chakravartty: I would like to propose to you that there is power vested in the Chair to suspend the rule, and therefore I move that in this particular case the rule be suspended and the others be treated as amendments to be put first and then the substantive motion be put.

Mr. Speaker: It is not only the suspension but the complete reversal of the old procedure. Now, the second motion might be moved. Shri Anthony.

Shri Frank Anthony: I beg to move:

"That Shri Jaipal Singh, a member of this House, be chosen as the Deputy-Speaker of this House."

Dr. L. M. Singhvi (Jodhpur): Sir, I second the motion.

Shri Surendranath Dwivedy (Kendrapara): I beg to move:

"That Shri Jaipal Singh, a member of this House, be chosen as the Deputy-Speaker of this House."

Shri Tridib Kumar Chaudhuri: Sir, I second the motion.

Shrimati Renu Chakravartty: I beg to move:

"That Shri Jaipal Singh, a member of this House, be chosen as the Deputy-Speaker of this House."

Shri Vasudevan Nair (Ambalapuzha): Sir, I second the motion.

Shri Priya Gupta (Katihar): On a point of information. We want to see the persons. We do not know them.

Mr. Speaker: I have not placed the second, third and fourth motions before the House.

Shri Frank Anthony: Before you put the motion to the House, this may please be treated as a point of order I was looking into the rule and it says that the Member called upon to move the motion shall confine himself to a mere statement. But there is nothing to exclude Members who are not moving amendments to make a submission; The general rule is that on any motion a Member may make a statement.

If I may draw your attention to sub-rule (3) of rule 8, it reads:

"A member in whose name a motion stands on the list of business may, when called, move the motion or withdraw the motion, and shall confine himself to a mere statement to that effect."

That refers, obviously, only to the Mover, and, perhaps, to the seconder. But I am invoking the right, generally, of members to speak on a motion. And, I submit with the utmost respect this. How will the Members on the other side who may be inclined to be impartial be so unless they know why we have been induced to propose the name of Shri Jaipal Singh for the office of Deputy Speaker?

Mr. Speaker: My only difficulty is this. As there are specific rules laid down for the election of the Speaker and the Deputy-Speaker, I have to treat this motion as distinct from other motions. I cannot include these motions as one of those general ordinary motions provided in the rules. Therefore, when a procedure is specifically provided in our rules, that has to be followed for this election. I shall certainly have to follow that; and I cannot lay down a fresh procedure at this moment. I should not advise the hon. Members because they know much better than myself that when one motion has been carried the others need not be put. And, after that, they will have an opportunity to say anything they like.

Shri Frank Anthony: What is the good after that?

Mr. Speaker: I have no choice.

Motion moved:—

"That Shri Jaipal Singh, a member of this House, be chosen as the Deputy Speaker of this House".

The other two motions are also the same.

Now, I will put the motion.....

Shri Nath Pai (Rajapur): Before you put the motion to the House, may I point out one thing? I fully follow what you have said. But the convention in the House of Commons is—I am sorry I have not been able to get it; perhaps, I may be misquoting—that in the case of the election of the Speaker a debate has also been allowed. When the present Speaker of the House of Commons was elected, Mr. Gaitskell raised an objection on the ground that there was no consultation between the Opposition and the Government benches and the occupant of the Chair did allow that. The Government offered explanations. Our submission to you is this. We may be permitted to make similar submissions as to why we are making a counter-proposal in the form of our suggestion that Shri Jaipal Singh be chosen as the Deputy-Speaker.

Shri Frank Anthony: May I add to that that the convention goes further; it requires each candidate to show himself physically and to state his claim, if any, to the office that he contests.

Shri Vasudevan Nair: If you agree, we would like to create new conventions in this respect.

Mr. Speaker: Conventions are to be created only when there are no rules. But, if a definite rule has been made and that is distinct from the procedure that is being followed in the U.K. how can I follow the U.K. procedure? If there had not been any distinct rule, then, that would have been invoked. Perhaps, we may have considered that. But, when there is a definite rule, perhaps, it was intended at that time that we should have a different procedure. And, when it is there, how can we depart from that?

Now, let us proceed with the first motion.

The question is:—

"That Shri S. V. Krishnamoorthy Rao, a member of this House, be chosen as the Deputy Speaker of this House."

Those in favour will please say 'Aye'.

Several Hon. Members: 'Aye'.

Mr. Speaker: Those against will please say 'No'.

Some Hon. Members: 'No'.

Mr. Speaker: I think the 'Ayes' have it.

Some Hon. Members: The Noes have it.

Mr. Speaker: Let the lobbies be cleared. Because, so far, seats have not been specifically allotted to the Members, therefore, we will have to vote in the lobbies.

It is apprehended that if I ask the hon. Members to go to the lobbies that might cause undue delay. Therefore, slips would be distributed to each hon. Member, 'Aye' or 'No' as he desires and he can put his signature. We will collect them and they can be counted; and then the result will be declared.

Shri C. K. Bhattacharyya (Raiganj): May I draw your attention that our Division Numbers have been put already?

Some Hon. Members: No, no.

Mr. Speaker: Let the lobbies be cleared.

The Lobbies have been cleared. The question is:—

"That Shri S. V. Krishnamoorthy Rao, a member of this House, be chosen as the Deputy Speaker of this House."

The Lok Sabha divided; Ayes 258; Noes 91.

Division No.] AYES [12:20 *hrs.*

Abdul Ghani, Shri
Abdul Wahid, Shri
Abdul Rashid, Bakhsi
Alagesan, Shri
Alva, Shri A.S.
Alva, Shri Joachim
Arunachalam, Shri
Azad, Shri Bhagwat Jha
Babunath Singh, Shri
Bajaj, Shri Kamalnayan
Bakliwal, Shri
Bal Krishna Singh, Shri
Balakrishnan, Shri
Balmiki, Shri
Banerjee, Dr.R.
Barkataki, Shrimati Renuka
Barupal, Shri P.L.
Basappa, Shri
Basumatari, Shri
Besra, Shri
Bhagat, Shri B.R.
Bhagavati, Shri
Bhakt Darshan, Shri
Bhanja Deo, Shri L.N.
Bhattacharyya, Shri C.K.
Bist, Shri J.B.S.
Brajeshwar Prasad, Shri
Brij Basi Lal, Shri
Brij Raj Singh, Maharajkumar
Chakraverti, Shri P.R.
Chanda, Srimati Jyotsna
Chandak, Shri
Chandrasekhar, Shrimati
Chandriki, Shri
Chaturvedi, Shri S.N.
Chaudhry, Shri C. L.
Chaudhri, Shrimati Kamala
Chavan, Shri D.R.
Chavda, Shrimati
Chettiar, Shri Ramanathan
Chuni Lal, Shri
Dafle, Shri
Daljit Singh, Shri
Das, Dr. M M.
Das, Shri B.K.
Das, Shri N.T.
Das, Shri S. B.
Dasappa, Shri
Datar, Shri
Deo Bhanj, Shri P.C.
Desai, Shri Morarji
Deshmukh, Shri B.D.
Deshmukh, Shri S.S.
Dey, Shri S.K.
Dhaon, Shri
Dhebar, Shri U.N.
Dhuleshwar Meena, Shri
Dhodia, Shri Sanji Rupji
Dighe, Shri
Dixit, Shri G.N.
Dube, Shri Mulchand
Dubey, Shri R. G.
Dwivedi, Shri M.L.
Firodia, Shri
Gahmari, Shri
Gandhi, Shri V.B.
Ghyasuddin Ahmed, Shri
Govind Das, Dr.
Guha, Shri A.C.
Gupta, Shri Ram Rattan
Gupta, Shri Shiv Charan
Hajarnavis, Shri
Hansda, Shri Subodh
Hanumanthaiah, Shri
Haq, Shri
Harvani, Shri Ansar
Hazarika, Shri J.N.
Heda, Shri
Himatsingka, Shri
Iqbal Singh, Shri
Jadhav, Shri M.L.
Jadhav, Shri Tulsidas
Jagjivan Ram, Shri
Jamunadevi, Shrimati
Jedhe, Shri
Joshi, Shri A.C.
Jyotishi, Shri J.P.
Kabir, Shri Humayun
Kadadi, Shri
Kajrolkar, Shri
Kanakasabai, Shri
Kappen, Shri
Karuthiruman, Shri
Kayal, Shri P.N.
Khadilkar, Shri
Khan, Dr. P.N.
Khanna, Shri Mehr Chand
Khanna, Shri P.K.
Kindar Lal, Shri
Kotoki, Shri Liladhar
Kripa Shankar, Shri
Krishna, Shri M.R.
Krishna Deo, Shri
Kureel, Shri B.N.
Lakhan Das, Shri
Lakshmikanthamma, Shrimati
Lasker, Shri N.R.
Mahadeo Prasad, Shri
Mahadeva Prasad, Dr.
Mahtab, Shri
Maimoona Sultan, Shrimati
Mullachemi, Shri

Malaviya, Shri K.D.
Malhotra, Shri Inder J.
Malliah, Shri U.S.
Mallick, Shri
Mansen, Shri
Mandal, Shri J.
Maniyangadan, Shri
Masuriya Din, Shri
Mathur, Shri Harish Chandra
Mehdi, Shri S.A.
Mehrotra, Shri B.B.
Mehta, Shri Jashavantrai
Melkote, Dr.
Menon, Shri Krishna
Menon, Shri P.G.
Mirza, Shri Bakar Ali
Mishra, Shri Bibudhendra
Mishra, Shri Bibhuti
Mishra, Shri M.P.
Misra, Shri Shyam Dhar
Mohanty, Shri G.
Mohiuddin, Shri
Mohsin, Shri
Morarka, Shri
More, Shri K.L.
More, Shri S.S.
Mukerjee, Shrimati Sharda
Muzli Manohar, Shri
Murthy, Shri B.S.
Musafir, Shri G.S.
Muthiah, Shri
Naidu, Shri V.G.
Naik, Shri D.J.
Naik, Shri Maheswar
Naskar, Shri P.S.
Nayar, Dr. Sushila
Nehru, Shri Jawaharlal
Nesamony, Shri
Nigam, Shrimati Savitri
Oza, Shri
Pande, Shri K.N.
Pandey, Shri R.S.
Pandey, Shri Vishwa Nath
Pant, Shri K.C.
Paramasivan, Shri
Parashar, Shri
Patel, Shri Chhotubhai
Patel, Shri N.N.
Patel, Shri P.R.
Patel, Shri Rajeshwar
Patil, Shri D.S.
Patil Shri J.S.
Patil, Shri S.B.
Patil, Shri S.K.
Patnaik, Shri B.C.
Pattabhai Raman, Shri C.R.
Prabhakar, Shri Naval
Raghunath Singh, Shri
Raghuramaiah, Shri
Raj Bahadur, Shri
Raja, Shri C.R.
Raju, Shri D.S.
Ram Dulari Devi, Shrimati
Ram Harkh, Shri
Ram Sewak, Shri
Ram Subhag Singh, Dr.
Ramaswamy, Shri S.V.
Ramaswamy, Shri V.K.
Ramdhani Das, Shri
Rampure, Shri M.
Ranga Rao, Shri
Ranjit Singh, Shri
Rao, Shri Jaganath
Rao, Shri K.L.
Rao, Shri Muthyal
Rao, Shri Rameshwar
Ratan Lal, Shri
Raut, Shri Bhola
Reddi, Dr. B. Gopala
Reddiar, Shri
Reddy, Shri K.C.
Roy, Shri Bishwanath
Sadhu Ram, Shri
Saha, Dr. S.K.
Sahu, Shri Rameshwar
Saigal, Shri A.S.
Samanta, Shri S.C.
Saraf, Shri Shyam Lal
Sarojini Bindurao, Shrimati
Satyabhama Devi, Shrimati
Scindia, Shrimati Vijaya Raje
Sen, Shri A.K.
Sen, Shri P.G.
Seth, Shri Bishanchander
Shah, Shri Manabendra
Shah, Shri Manubhai
Sham Nath, Shri
Sharma, Shri A.P
Sharma, Shri D.C.
Sharma, Shri K.C.
Shashi Ranjan, Shri
Shastri, Shri Lal Bahadur
Shastri, Shri Prakash Vir
Shastri, Shri Ramanand
Sheo Narain, Shri
Shinde, Shri
Shivananjappa, Shri
Shree Narayan Das, Shri
Shrimali, Dr. K.L.
Shukla, Shri Vidya Charan
Siddananjappa, Shri
Siddiah, Shri
Sidheshwar Prasad, Shri
Singh, Dr. B.N.
Singh, Shri D.N.
Singh, Shri R.P.
Singh, Shri S.P.
Singha, Shri G.K.
Sinha, Shri Satya Narayan
Sinha, Shrimati Tarkeshwari
Sinhasan Singh, Shri
Soundaram Ramachandran, Shrimati
Srinivasan, Dr. P.
Subramaniam, Shri C.
Subbramanyam, Shri T.
Sumat Prasad, Shri
Swamy, Shri M.P.
Swaran Singh, Shri
Tahir, Shri Mohammad
Thengondar, Shri
Thevar, Shri V.
Thimmaiah, Shri
Thomas, Shri A.M.
Tiwary, Shri D.N.
Tiwary, Shri K.N.
Tula Ram, Shri
Tulmohan Ram, Shri
Tyagi, Shri
Ulaka, Shri
Vaishya, Shri M.B.
Varma, Shri M.L.
Varma, Shri Ravindra
Verma, Shri B.
Vidyalankar, Shri A.N.
Wadiwa, Shri
Wasnik, Shri Balkrishna

NOES

Anthony, Shri Frank
Bade, Shri
Bagri, Shri
Barrow, Shri
Barua, Shri Hem
Barua, Shri R,
Basant Kunwari, Shrimati
Bateshwar Singh, Shri
Berwar, Shri
Bhattacharya, Shri Dinen
Bhawani, Shri
Biren Dutta, Shri
Brahmjeet, Shri
Brij Raj Singh, Shri
Buta Singh, Shri
Chakravartty, Shrimati Renu
Chatterjee, Shri H.P.
Chaudhary, Shri Y.S.
Chaudhuri, Shri Tridib Kumar
Daji, Shri
Dwivedy, Shri Surendranath
Hring, Shri D.
Gauri Shankar, Shri
Gopalan, Shri A.K.
Gounder, Shri Muthu
Gulshan, Shri
Gupta, Shri Indrajit
Gupta, Shri K.R.
Gupta, Shri Priya
Imbichibava, Shri
Ismail, Shri M.
Jaipal Singh, Shri
Jamiri, Shri Chubato Shi

Jha, Shri Yogendra
Kachhavaiya, Shri
Kamath, Shri Hari Vishnu
Kapur Singh, Shri
Kar, Shri Prabhat
Karjee, Shri
Karni Singhji, Shri
Keishing, Shri Rishang
Kesar Kumari, Shaimati
Kesar Lal, Shri
Kohor, Shri
Koya, Shri
Kumaran, Shri M.K.
Kunhan, Shri P.
Lahri Singh, Shri
Laxmi Dass, Shri
Mahanand, Shri
Mahato, Shri Bhajahari
Mahida, Shri
Mandal, Shri B.N.
Manoharan, Shri
Marandi, Shri
Mate, Shri
Misra, Dr. U.
Mukerjee, Shri H.N
Munzni, Shri
Murmu Shri Sarkar
Muzaffar Husain, Shri
Nair, Shri N.S
Nair, Shri Vasudevan
Nambiar, Shri
Natarajan, Shri
Nath Pai Shri
Omkar Singh, Shri
Patnaik, Shri K.
Pottakkatt, Shri
Prithvi Raj, Shri
Raghavan, Shri A V
Rajaram, Shri
Ram Singh, Shri
Ramabadran, Shri
Reddy, Shri Narasimha
Reddy, Shri Yallamanda
Roy, Dr. Saradish
Sen, Dr. Ranen
Sezhiyan, Shri
Singh, Shri A.P.
Singh, Shri J.B.
Singh, Shri Y.D
Singha, Shri Y. N.
Singhvi, Dr. L. M.
Sivasankaran, Shri
Solanki, Shri
Soy, Shri H C
Suraj Lal, Shri
Swamy, Shri M V.
Swamy, Shri S.
Swell, Shri
Tan Singh, Shri
Umanath, Shri
Upadhyaya, Shri Shiva Dutt
Utiya, Shri
Vimla Devi, Shrimati
Vishram Prasad, Shri
Warior, Shri
Yadab, Shri N. P.

The motion was adopted.

Mr. Speaker: The result of the Division is, Ayes 258; Nos 97.

The Motion was adopted.

Mr. Speaker: I declare that Shri S V. Krishnamoorthy Rao has been chosen as Deputy-Speaker of this House.

Dr. Renen Sen (Calcutta East): Let him appear before us so that we can see him.

Mr. Speaker: Shri Krishnamoorthy Rao might come and occupy his seat so that hon. Members might have a look at him.

(Shri S. V. Krishnamoorthy Rao then occupied the Deputy-Speaker's seat in the House.)

श्री रामेश्वरा नन्द (करनाल) : अध्यक्ष महोदय, मैं पहले भी यह प्रार्थना कर चुका हूं कि आप अपने आदेश और घोषणायें हिन्दी में भी देने की कृपा करें । आप ने अभी इतने बड़े चुनाव का परिणाम सुनाया है । यदि वह हिन्दी में भी सुना दिया जाता, तो बड़ा भारी लाभ हो सकता था । हम लोगों की सुविधा का भी ध्यान रखा जाना चाहिये । क्या हम लोग यहां पर नहीं बैठे हुए हैं ?

अध्यक्ष महोदय : मैं हिन्दी में भी सुना देता हूं ।

श्री कृष्णमूर्ति राव इस सदन के डिप्टी स्पीकर चुने गए हैं ।

श्री राम सेवक यादव (बाराबंकी): यह भी सुना दीजिए कि वह विरोधी दल में शामिल हो गए हैं ।

12.36 hrs.

FELICITATIONS TO THE DEPUTY-SPEAKER

Mr. Speaker: I have great pleasure in welcoming Shri Krishnamoorthy Rao to this high office of the Deputy-Speaker of this exalted House. I have known him for several years. He was a Member of the Provisional Parliament also with us. Members are not unaware that he has been the Deputy Chairman of the Rajya Sabha for a very long time, as long as about ten years probably. He has had great experience as a Presiding Officer, and the duties that he discharged gave satisfaction to all parties and all groups. Now that he has come to this side we hope that with his rich experience and knowledge we shall have the benefit of his capabilities and his equipment as the Presiding Officer of this Sabha. I am very glad that I shall have a colleague in whom I can have full confidence, and I hope hon. Members would also give him full co-operation as they have pledged to me.

With these words, I welcome him again to this high office that he has been chosen to now.

Shri A. K. Gopalan (Kasergod): Mr. Speaker, Sir, first of all, I congratulate Shri Krishnamoorthy Rao for being elected as the Deputy-Speaker. Sir, I want to tell you that the contest was not on a personal issue but it was on an issue of principles. You might remember, Sir, that while congratulating you on your election as the Speaker I expressed the sentiments of the Opposition that the ruling party did not consult the Opposition and it would have been better if they had done so. I want to say that if on this occasion there had been consultation with the Opposition before the nomination was made, certainly, I think, there would have been opportunities to see that there was no contest. But even after expressing our sentiments the ruling party on the other side did not consult the Opposition or even talk to the Opposition about the sentiments that were expressed here. Of course, there was a consultation and the consultation was, as I understand it, because I did not attend that meeting, to say that we must withdraw. If after our giving the nomination they come and consult us and tell us that we must withdraw our nomination and then call it 'consultation', it is certainly unfortunate and it is adding insult to injury. There is already an injury and insult is added to it. I hope at least after this contest in the election to show our protest against non-consultation there will be consultation with the opposition in the future and some respect would be shown to the opposition in important matters such as this. I want to assure Shri Krishnamoorthy Rao that this contest is only on a question of principle so that as Deputy-Speaker he may not be prejudiced against us. I am sure, Sir, that just as you had acted as Deputy-Speaker, he will also see that the rights and privileges of the members of the opposition are upheld. I once again promise him all co-operation on behalf of my party.

Shri Surendranath Dwivedy (Kendrapara): While I welcome Shri Krishnamoorthy Rao to this high post, I want to make it clear that this contest does not mean any disrespect to him, either as a person or to the post he is occupying. I knew him personally when I was a member of the Rajya Sabha. So far as this House is concerned, I think he will have no difficulties and he will adjust himself to the circumstances and shall be able to establish healthy and good traditions here. This contest was a symbolic protest on our part because the party in power is neither accommodative, nor is prepared to extend its hand of co-operation in establishing healthy traditions in this House. Though we have no recognised opposition party as such, as the voting on this issue has indicated, the entire strength of the opposition is much more than is required for recognition as an opposition party. Although we have failed to have a recognised opposition party in all the three successive elections, for the good functioning of democracy I think it is necessary that ports like that of Speaker, Deputy-Speaker, Chairman of the Public Accounts Committee and the Chairman of the Estimates Committee, pos'ts which are not controversial, should be made open to every member of this House, no matter to which party or group he belongs. We should always try to create such healthy traditions when we fill up these important posts. The party in power should seriously consider now whether it is not time that at least the chairmanship of the Public Accounts Committee should go to the opposition. With these words, I congratulate Shri Krishnamoorthy Rao on his election as Deputy-Speaker of this House.

Shri Frank Anthony (Nominated —Anglo—Indians): Mr. Speaker, I think quite frankly this situation is not only regrettable but embarrassing

[Shri Frank Anthony]

and could have been avoided. The decision of the Independent Group to join in voting against Shri Krishnamoorthy Rao was not easily taken; it was taken essentially in a spirit of resentment. If there are any two offices which should be above controversy, it should be the office of Speaker and the office of the Deputy-Speaker. I am not blaming anyone. The Leader of the House was ill.

We were all very glad when the Minister of Parliamentary Affairs was elevated to Cabinet rank. I think he is the person who commends himself to every side of this House. In a profile which I have written about him, I have referred to his walking his teetering tight rope with perfumed artistry.

Mr. Speaker: References are being made now to the Deputy-Speaker.

Shri Frank Anthony: So far as the Speakership was concerned, even there, as you know, we very unanimously and heartily endorsed your selection. But not even the motions of elementary courtesy were gone through.

Shri Nath Pai referred to the conventions of the House of Commons and we purport to function as a Parliament or democracy drawing necessarily some of our conventions from the British House of Commons. There, I think, the convention is that the Speaker is invariably inducted by non-officials and when there is no contest a member of the Opposition at least seconds the proposal. Here, as I said, that elementary act of courtesy was not even extended so far as the Speakership was concerned.

Shri Tyagi (Dehra Dun): Even the Party knew nothing about it.

Shri Frank Anthony: So far as the Deputy-Speakership is concerned, there also the decision appeared to have been completely unilateral. My hon. friend, Shri Tyagi, just now said that even his party knew nothing about it. There was routine approval of the party and that approval was projected into this House by the issue of a whip.

Shri Nambiar (Triuchirapalli): There is a danger of his expulsion from the party now.

Shri Frank Anthony: I feel that all this was quite unnecessary. If the hon. Minister of Parliamentary Affairs insisted on a member of the Congress Party being chosen, he could have come to us and many of us would have said 'Yes'. If he had insisted that this should be a Party appointment, we probably would have accepted it. We might have had proposals of some other names from the Congress Party of people whom we had seen function as Chairmen and we perhaps would have accepted them so that there could have been unanimity with regard to this rather exacting office. I hope Shri Krishnamoorthy Rao will not feel that there was anything personal directed against him. We welcome him to this high office.

श्री रामेश्वरानन्द (करनाल) : अध्यक्ष महोदय, मैं इस बात का विश्वास ....

श्री नम्बियार : अंग्रेजी में बोलिये ।

श्री रामेश्वरानन्द : मैं नहीं बोल सकता अंग्रेजी में । आप इंग्लैंड चले जाइये । आपको बहुत तकलीफ मिलेगी.... ... (*Interruptions*).

मैं इस बात का विश्वास दिलाता हूं कि जो उपाध्यक्ष चुने गये हैं उन से हम पूरी तरह से सहयोग करेंगे । परन्तु मुझे खेद है कि सत्ताप्राप्त पार्टी दूसरों के साथ सहयोग नहीं करना चाहती, उनसे पूछना नहीं चाहती । मैं तो कहना चाहता हूं कि जिस प्रकार सदन के अध्यक्ष

सर्वसम्मति से चुने गये थे उसी प्रकार से उपाध्यक्ष को भी चुना जाना चाहिये था । इस में हमारे सदन की प्रतिष्ठा थी । चूंकि उपाध्यक्ष का सब सदस्यों के साथ सम्पर्क होता है इसलिये इस प्रकार की कोई स्थिति नहीं आनी चाहिये थी । इस प्रकार के पदों के लिये सब का सहयोग प्राप्त करना चाहिये । मैं आशा करूंगा कि कम से कम आगे चलकर ऐसा नहीं किया जायेगा । श्री कृष्णमूर्ति राव जो इस पद के लिये चुने गये हैं, हम उन से पूर्ण सहयोग करेंगे । परन्तु यदि कोई हिन्दी भाषी व्यक्ति इस पद के लिये चुना जाता तो और भी अधिक अच्छा होता ।

Shri Raghunath Singh (Varanasi): The Speaker knows Hindi.

श्री रामेश्वरा नन्द : दूसरी पार्टियों के होते हुए भी देश की आम समुन्नति के लिये जिस पार्टी के हाथ में आज सत्ता है, हम उस से सब प्रकार से सहयोग करना चाहते हैं । ऐसी बात नहीं है कि हम सहयोग नहीं करना चाहते । सिद्धान्तों में मतभेद हो सकता है किन्तु फिर भी हम उन से सहयोग करेंगे । इस लिये जब कभी ऐसा अवसर आगे आये तो दूसरी पार्टियों के सदस्यों से, चाहे वे थोड़े ही क्यों न हों, अवश्य पूछ लिया जाये । इसी तरह से आप देश में एकता को बढ़ा सकते हैं ।

Mr. Speaker: Perhaps Shri Krishnamoorthy Rao would like to say a few words.

Some Hon. Members *rose*—

Shri Tyagi: Sir, I just want to say a word. These elections, both of the Speaker and of the Deputy-Speaker, were not run on Party basis at all. Therefore there is no question of consulting one Party or the other. Names were suggested. Even my own Party did not pass a resolution that the Speaker will be our Party's candidate. That was not so You were not our Party candidate. You represent the whole House. A selection was made and it was supported. The whole House then agreed.

I entirely agree with my hon. friend from the other side that it would have been better for the Chief Whip if he had been pleased to consult the leaders of other Parties. If the motions for your or his election were seconded by the Opposition, that would have been more graceful, no doubt. But I may make it quite clear that it was not on the basis of Party. A proposal was made and as no other proposal came, things came unanimously.

Some Hon. Members *rose*—

Mr. Speaker: I hope other groups also have the same sentiments to express.

Shri Jaipal Singh (Ranchi West): Mr. Speaker, Sir, I made a very happy discovery last week that you and I belong to the same tribe of sportsmen. I read you got your hockey blue in Punjab; I got it at some other place. So you will appreciate when I felicitate Mr. Krishnamoorthy Rao.

My name came into the picture very suddenly. I was an innocent lamb that was destined to be led to be slaughtered. I do congratulate my hon friend Mr. Satya Narayan Sinha on his elevation to the Cabinet rank whereby he is assured of that seat which I have always disputed previously, as you know.

Mr. Speaker: The hon. Member should only refer to the issue that we have before us.

Shri Tyagi: On a point of order, I would like to know whether any Member can point a finger?

Mr. Speaker: At least some minimum decorum should always be kept. I hope that these little things would not be referred to so often.

Shri Jaipal Singh: Now that my hon. friend Mr. Satya Narayan Sinha has been raised to Cabinet rank, he will have to show greater stature than he has done in the past. Well, he has made one mistake. We forgive him for that.

As far as we in the Opposition are concerned, it is a happy augury for us that this is the first time in independent India that in Parliament the Opposition have combined, even unanimously, in voicing a point of view. This is a very happy sign. I hope this would not be the only occasion where the Opposition would get together. But more than that, I hope the whip will not always be necessary on occasions like this. There are many things where there should be freedom—party or no party. I have it straight from the proposer, my hon. friend Shri Ram Subhag Singh. I know things might have been very different if certain courtesies had been shown us, as has always been mentioned.

I do not know Mr. Krishnamoorthy Rao very well. Of course, I have seen him occupying the Chair in the other House, but I have no doubt whatever since he is an elder statesman, he will show that venerable dignity which is very very necessary in the Chair here. Sir, I congratulate him on his elevation and I do hope hereafter the Minister for Parliamentary Affairs would have learnt his lesson that he should always consult the Opposition.

We talk of establishing healthy conventions. One of the healthiest of conventions is that of the appointment of the Chairman of the Public Accounts Committee. I have been a member of that Committee as also of the other, the Estimates Committee. We know the struggles we have had in regard to reports, the making up of reports. I do sincerely hope, and I appeal to the Leader of the House in particular, it is about time he changes his attitude in regard to the Chairmanship of the Public Accounts Committee at least.

Sir, I do hope while we talk of national integration, emotional integration, we shall bear in mind, that within this House itself there must be emotional integration, if parliamentary democracy is to prosper and flourish.

I, once again, congratulate Mr. Krishnamoorthy Rao.

Mr. Speaker: I would request Mr. Krishnamoorthy Rao to say something.

Shri Krishnamoorthy Rao (Shimoga): Mr. Speaker, Sir, I am grateful to this august House for choosing me as the Deputy-Speaker. I am conscious of the high aims and objects that have been set before this House when you were elected Speaker. I am also aware of the high traditions and conventions that have been established in this House. I am grateful to you, Sir, and the Leaders of the Opposition for the warm welcome that has been given to me. I assure them that it will be my constant endeavour to uphold the high objectives and principles and also to maintain dignity and decorum in this House. I assure them that every legitimate demand of the Opposition will be met. And to you, Sir, I assure my fullest co-operation and allegiance. I thank the House once again for choosing me as the Deputy-Speaker.

12.56 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—*contd.*

Mr. Speaker: The House will now resume the general discussion of the Railway Budget.

I might also make this announcement that because the General Budget is to be presented at five o'clock today

we will adjourn at about four o'clock, as is usually done, and then we re-assemble at five to listen to the statement of the Finance Minister.

Shri Nambiar (Tiruchirapalli): Is it not 4-30, so that we will have half an hour more?

Mr. Speaker: No four o'clock.

Shri Hanumanthiaya (Bangalore City): Sir, our Railways form one of the biggest of our enterprises. So far as our management of this huge undertaking is conecrened it is everybody's opinion, and even the judgement of foreign experts, that we have done exceedingly well for the last decade and odd in the management and also in effecting improvement, in spite of seen and unseen difficulties.

We have, during the last decade, opened up more than three thousand and odd milles of new railway lines. And doubling has been done to an equal extent. The Planning Commission scrutinises and ev olves a plan for the Railways. Then is the Ministry of Railways, headed by a Cabinet Minister, that assists the Planning Commission and later is responsible for executing the various proposals made in the plan.

In spite of these two agencies working hand in hand I feel that better planning could be done and more imagination could be imparted into this great enterprise.

When the Railways were built a hundred years ago, the East India Company did not plan for our national good. They did not plan for the industrial progress of the country. All that they had in mind in those days was the colonial policy of promoting the imperial trade as well as protection of their rights in this country. They had established three forts. Though the forts were called by the names of saints, the purpose was purely secular. Madras, Bombay and Calcutta were the presidency towns. And all the railway system was based upon the location of these three great cities. Dehli came in later.

In any system of railways the location of the capital matters a great deal. Our planners have not taken into consideration this basic feature of planning. They have now capitals differently distributed in this country than was the case 100 years ago or even 50 years ago or for that matter, even 10 years ago. Bombay, Madras and Calcutta are no longer as important centres of trade and influence and power as they were a century or half a century ago. This country of ours has been divided into 14 States and they have capitals in equal number. It is incumbent on the planners to see that these capitals are properly connected by a proper system of Railways. I often wonder whether, in all these plans for the last ten years, this relevant factor has weighed with them in drawing up the new lines or in choosing the lines for doubling. From the point of view of a proper distribution of our railway system based on the arrangement of capital cities, not only the capitals of the States but also the capital of the country, namely Delhi, a re-arrangement has to take place. May be, the Planning Commission has become as rigid as the sastris of old, who swear by the sastras whether they applied to the modern conditions or not. It is very difficult for this House to convince them or to carry conviction to them, for, they are not directly responsible to this House in the sense in which the hon. Minister is or his colleagues are. I would, therefre, urge upon him to convey a sense of proper planning to the Planning Commission.

13 hrs.

There is now what is called a Grand Trunk Express running from Madras to Delhi. Anybody who thinks a little dispassionately, taking away his mind from previous commitments and prejudices will see that the train is

[Shri Hanumanthaiah]

neither grand nor trunk. Only a number of passengers carry their trunks in thetrain and therefore it may be called a trunk train. Nothing beyond that. In, a proper distribution of Railway lines, there must be a trunk line running from already a broad gauge running from Cape Comorin to Delhi. There is Delhi to Nagpur via Bhopal. It is a good thing. Bhopal is the capital of one of our biggest States and it ought to be on the trunk line. Hyderabad is a little way from this straight path. Therefore, there must be a proper alignment of this broad-gauge railway, to connect Hyderabad directly with Bhopal, if possible, or it may be left as it is for some years to come. Then, comes the real issue. From Hyderabad to Bangalore and from Bangalore to Trivandrum, there must be a broad-gauge line. It must end at Cape Comorin. This trunk line: a broad-gauge line which must run from Cape Comorin to Delhi, will be really a trunk line, in fact, a grand trunk line. This has never been postulated by the Planning Commission. Now for this purpose, we have to lay a broad-gauge line from Guntakkal to Bangalore to being with and afterwards from Bangalore City to Erode or Salem as the case may be. Experts may decide upon one of the two towns. From Erode or to onwards, either to Trivandrum direct Cape Comorin direct as the survey determines, a new line has to be constructed for the purpose of connecting the whole of India from south to north, through a Grand Trunk Express.

That part of the country from which I come—I do not want to identify myself with a particualr State, though I am sent by that State to this House—that region which is the central region of the peninsula is very sadly neglected. In the First Five Year Plan, we constructed new lines to the extent of more than 3000 miles, and the doubling of lines was equally of that order. Though 6000 odd miles of new railway lines have been constructed, Mysore State, and the adjoining territories of Andhra Pradesh, Kerala and Maharashtra have been sadly neglected.

I have often been saying that plans should be equitable. There is a saying 'Be just before you presented to be generous'. It may be that the Ministry of Railways or the Planning Commission may say, we have given very generously new lines to this portion of the country or that portion of the country. I repeat the term that is contained in the Constitution, namely 'social justice'. That has to be interpreted not merely for the sake of election purposes, to win our votes, but with a view to see that social justice pervades all walks of life, including that of the Railway Ministry.

13:07 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

Long before I came to this House, I wrote a letter to the Railway Ministry, I think, about eight years ago, proposing some new lines in this region. I suggested that there must be a Broad gauge connection between Madras and Mangalore. It is almost a straight line. I proposed this line not so much to profit any particular State or with any particular selfish motive, but to provide a coast-to-coast connection between Mangalore and Madras.

Shri Hari Vishnu Kamath (Hoshangabad): On a point of information. Did he write that letter when he was Chief Minister of Mysore or later?

Shri Hanumanthaiya: Yes, I wrote that when I was Chief Minister of Mysore.

Shri Hari Vishnu Kamath: And no response yet.

Shri Hanumanthaiya: When occasion arises for defending our country, there must be proper movement of

men and ammunition and various other things that make us win a war.

This proposal has been cold-shouldered. While the question of raising the standard of life of the people, as it is called, is so much prominent in the minds of our people, as everbody knows, in this country, the defence of our country has not been upgraded to that degree.

Shri Nath Pai (Rajapur): Hear, hear. I wish the Defence Minister were here.

Shri Hanumanthaiya: The railways form a very important sector of defence, and in fact, the literature supplied to us by the Railway Ministry shows that during the Second World War, the Britsh Government dismantled thousands of miles of railway lines in order to carry them to Middel East and some other countries. I am pointing out this instance to show what place the railways occupy in the defence of our country and our nation.

It so happens that there is now a proposal to connect Mangalore and Hassan by a metre gauge train. The idea of introducing uniformity of gauge in this country is a well-know one. If the planners had any vision, not merely for ten years or fifteen years, but for centuries together....

Shri Hari Vishnu Kamath: It is too much to expect.

Shri Hanumanthaiya:...they should have begun with the elimination of metre gauge and narrow gauge everywhere. On the other hand, they are inflicting this multiplicity of gauges in this country through plan. I have never heard of planning being directed towards....

Shri Hari Vishnu Kamath: Chaos.

Shri Hanumanthaiya:...ends which nobody desires. Multiplicity of gauge ought to have been ended. This ought to be the one thing upper most in the minds of the Planning Commission and the Ministry. Not merely from this point of view, but also from the point of view of economic running. All lines in India must be broad gauge. Even the literature and speeches themselves reveal that metre gauge does not bring in as much profit as the broad gauge. In fact, they have shown that metre gauge many a time works at a loss. Broad gauge carries thrice the amount of goods and passengers that the metre gauge does. They have stated this in their literature.

In spite of all these professions, to continue to open metre gauge is the height of non-planning—or it may be planning for some chaotic conditions which none of us desires to have.

Therefore, when the Mangalore-Bangalore line is taken up, it must be a broad gauge line. There is already a broad gauge line from Bangalore to Madras. This line from Mangalore to Madras will not only do regional justice, not only help our trade and commerce, but more than all, it will help the purposes of defence when the occasion arises.

The Planning Commission and the Ministry's publications show that they have not completely got out of colonial psychology. They say colonial psychology determined the pattern of railways when the East India Company started this branch of our public undertaking. But I would ask them: have they really got out of that psychology?

Shri Hari Vishnu Kamath: Not at all.

Shri Hanumanthaiya: Many new lines they propose are for export of iron and manganese ores. During the British days, it was the export from this country that mattered. We are producing now with all our efforts in the First, Second Plans not more than 4-5 million tons of iron and steel. The U.S.A. produces more than 100 million tons and the Soviet Union a little more.

Shri Nath Pai: No, 66 million tons.

Shri Hanumanthaiya: I stand corrected.

An Hon. Member: It is 65 million tons.

Shri Hanumanthaiya: If we have to progress as a nation and gain the place that is due to this great country of ours, ore that is exported ought to be converted here into iron, steel and special steel. We have to manufacture not merely arms and ammunition, but more rolling stock, 'planes and various other machines. To think of exporting iron ore or manganese ore for the purpose of gaining a few coins of foreign exchange betrays our addiction to the psychology of colonialism even now. If there is self-respect in our body politic, this export of raw materials ought to be the one thing that should be ended as soon as possible. That would indicate the restoration of self-respect to this country.

So far as distribution of railway lines is concerned, they may say that these new lines have been allotted to serve industry and steel plants. Very good. Let it be done. But as I said, regional justice must also be done. I proposed a small connection between Kotur and Harihar or Bellary and Raidurg or Chitaldrug, hardly 10 or 15 miles in length. Even that psychological satisfaction the Planning Commission or the Railway Ministry was not able to bring to the people of that region—Mysore, Andhra Pradesh and Maharashtra. This connecting line would have served that purpose.

I will cite one more case of grave and great injustice to this part of the country before I close my speech. In the First Plan, the Chamarajanagar-Satyamangalam line had been included. But for no reason, they failed to execute that project which had been included in the First Plan. If according to Congress ideology—and we take very often the name of the Father of the Nation, Mahatma Gandhi, and say that we ought to have Ram Raj—if Government cannot keep up their words and promises, are they in consonance with the declared ideal of our leaders of establishing Ram Raj here? Ram Raj does not mean the raj of Hindus. Ram Raj means a raj which is based upon truth and truthful conduct. I would like to know why the Railway Ministry failed to keep up their promise embodied in the First Five Year Plan in print.

Shri Hari Vishnu Kamath: Because there were no railways in Ram Raj.

Shri Hanumanthaiya: There were 'planes', much better than railways.

An Hon. Member: 'Pushpak'.

Shri Hanumanthaiya: The Mysore legislature passed resolutions unanimously protesting against this kind of neglect. The Congress organisation and other political parties in Mysore, irrespective of their nomenclature, are feeling so much dissatisfied about this injustice that it will not be long, it will not be many years, before they find a solution to this problem.

श्री लहरी सिंह (रोहतक) : उपाध्यक्ष महोदय, मिनिस्टर साहब की स्पीच और ह्वाइट पेपर को पढ़ने से और डिमांड्ज को देखने से मालूम होता है कि उन में उन रेलवे लाइन्ज का कोई जिक्र नहीं है, जो कि वार-डेज में हटा दी गई थीं, क्योंकि और जगहों पर उन की जरूरत थी, और जिन के बारे में यह राय जाहिर की गई थी कि लड़ाई के खत्म होने पर उन को जल्दी से जल्दी रेस्टोर कर दिया जायगा । अलबत्ता ह्वाइट पेपर में यह जिक्र है कि फ़र्स्ट फ़ाइव यीअर्ज प्लान में ३४० मील गोल्ड लाइन्ज रेस्टोर कर दी गई थीं । उस के बाद इस साल के बजट में तीन लाइन्ज को रेस्टोर करने के लिए करीब पांच

लाख का मीगर सम रखा गया है । मैं समझता हूं कि इस बारे में रोशनी डालनी चाहिए थी ।

जहां तक पंजाब स्टेट का ताल्लुक है—और स्टेट्स में भी ऐसा ही होगा—मैं देखता हूं कि जो रेलवे लाइन्ज पहले फ़रटाइल एरिया, सरसब्ज जमीन, में से गुजरती थीं, उन को उठाने से मंडियां और कारखाने बन्द हो गये और इस के अलावा जमींदारों और काश्त करने वालों को भी बहुत नुक्सान हुआ, क्योंकि उन को मुनासिब भाव नहीं मिल सकता था । मैं समझता हूं कि आज भी बहुत सी रेलवे लाइन्ज ऐसी हैं, जो कि हटा दी गई थीं और जिन को रेस्टोर नहीं किया गया है । यह ठीक है कि स्टील प्लान्ट्स, कोल-फ़ील्ड्ज और आपरेशनल रेक्वायरमेंट्स के लिए प्रेफ़रेंस देना चाहिए । नई रेलवे लाइनों के साथ साथ जिन लाइनों को उठा दिया गया था उनको भी आपको प्रेफ़ेंस देना चाहिए । पंजाब स्टेट में एक बड़ी ही इम्पार्टेंट लाइन है, रोहतक से मोहाना तक की लाइन जोकि गोहाना होते हुए पानीपत जाती थी । उसके कुछ हिस्से को तो बना दिया गया लेकिन दूसरा हिस्सा अभी भी नहीं बनाया गया है । इसके दोनों तरफ शूगर मिल्ज हैं, बड़ी बड़ी फैक्ट्रियां शूगर की हैं । इनको गन्ना ले जाने के लिए और दूसरी चीजें पहुंचाने के लिए यह बहुत जरूरी है कि दूसरे आधे हिस्से को भी बढ़ा दिया जाये । पंजाब गवर्नमेंट ने इसके बारे में कई बार रिक्वेस्ट की है । जो आजकल होम मिनिस्टर साहब हैं उन्होंने इसके बारे में वायदा भी किया था और कहा था कि जल्दी ही दूसरे हिस्से को भी बना दिया जायेगा । इस बात को चार साल हो चुके हैं, लेकिन कुछ नहीं हुआ है । इस बजट में इसका कोई जिक्र नहीं किया गया है । मैं चाहता हूं कि रेलवे मिनिस्टरी पालिसी ले डाउन करे इस बारे में कि वह इलाका जहां पर लैंड फरटाइल है, काफी पैदावार होती है और जहां जहां पर लाइन को डिस-मैंटल कर दिया गया था, उसको जल्दी से जल्दी रेस्टोर कर दिया जायगा ।

मुल्क की तक्सीम के बाद और आजादी मिल जाने के बाद से बहुत से डैम्ज बने हैं, बहुत सी नहरें खोदी गई हैं, जिसके नतीजे के तौर पर बहुत से इलाके जो पहले खुश्क हुआ करते थे, अब सरसब्ज हो गये हैं । उन इलाकों में कपास गन्दम वगैरह काफी पैदा हो रही है । इस तरह के जो इलाके हैं, उन में भी मैं चाहता हूं कि रेलवे लाइन डालने में प्रेफ़ेंस मिले । अगर वहां पर रेलवे लाइन नहीं होगी तो जो गरीब किसान हैं, उनको अपनी उपज का पूरा भाव नहीं मिल सकेगा और न ही इंडस्ट्रीज का डिवेलेपमेंट उन इलाकों में हो सकता है । इसलिए जो ट्रेक्ट डिवेलेप हो चुके हैं, जहां पर पानी दिया जा चुका है उन डैम्ज से जो उन स्टेट्स में बनाये गये हैं और काफी तरक्की की गई है, वहां पर अगर रेलवे लाइन नहीं दी गई और इस काम में उनको प्रेफ़ेंस नही दिया गया तो वहां पर खेती करने वालों को, वहां पर इंडस्ट्री चलाने वालों को बहुत धक्का लगेगा, बहुत रंज पहुंचेगा । इससे न केवल उनका ही नुक्सान होगा बल्कि मुल्क का भी नुक्सान होगा । इस वास्ते इस तरफ आपकी खास तौर से तवज्जह जानी चाहिए ।

मेरा दूसरा सजैशन यह है कि हमारे देश की जितनी भी स्टेट गवर्नमैंट्स हैं उन से डिसकस करके एक प्रोग्राम तय किया जाना चाहिए और उस प्रोग्राम को आप न केवल अपनी स्पीचों में लायें बल्कि उसको ह्वाइट पेपर के तौर पर शाया करें और लोगों को बतायें कि ये ये डिसमैंटल्ड लाइंज इस शक्ल में बनेंगी, ये ये नई लाइन्ज बनेंगी और जहां जहां डिवेलेपमेंट हुआ है वहां वहां पर इन लाइनों की यह शक्ल होगी । आपका जो बजट है या जो दूसरे कागजात हैं, उनको देखने से ठीक तरह से मालूम नहीं होता है कि किस तरह से नई लाइनें डाली जा रही हैं । जो नई लाइनें डाली गई हैं, अगर उनके सामने

दो चार लाइन लिख दी जाती कि इस शक्ल में वे हैं, तो हमारी तसल्ली हो सकती थी। मैं आशा करता हूं कि इस ओर ध्यान दिया जायेगा। यहां पर भी मैं यह कहना चाहता हूं कि जिन हिस्सों को पानी दिया जा चुका है और जिस की वजह से वे सरसब्ज हो गये हैं और उनका डिवेलेपमेंट हो गया है, उनकी तरफ लाइनें डालते वक्त खास तौर से तवज्जह दी जाये और अगर उनकी तरफ खास तवज्जह नहीं दी गई तो जो गरीब किसान हैं, जो वहां पर इंडस्ट्रियलिस्ट हैं, उनके लिए कोई भी स्कोप नहीं रह जायेगा।

अब मैं आपके सामने तीसरे सजैशन को रखना चाहता हूं। मैं मानता हूं कि रेलों ने बहुत काम किया है और बहुत से प्राबलैम इसके सामने हैं। जहां तक बड़े बड़े शहरों का ताल्लुक है, उनके सम्बन्ध में रेलों की जिम्मेदारी बहुत बढ़ जाती है। वहां पर रोड ट्रेफिक भी बहुत बढ़ गया है। लेकिन कहीं कहीं पर इतना रोड ट्रेफिक है कि आध आध घंटे खड़े रहना पड़ता है। मोटरें दिल्ली से जितनी भी फीरोजपुर बार्डर की तरफ जाती हैं, जी० टी० रोड से हो कर जाती है। दिल्ली के पास ही दया कोलोनी के पास दो क्रासिंग्ज हैं, जहां पर गाड़ियों को आध आध घटा रुकना पड़ता है। वहां पर एक पैट्रोल पम्प है। वहां पर गाड़ियों को बहुत देर तक रुकना पड़ता है। जहां आप और दूसरे जो जरूरी काम हैं, उनको करें वहां आप यह भी समझें कि जो इम्पार्टेंट टाउंज हैं, जो बड़े बड़े शहर हैं, उनकी जो समस्यायें हैं वे भी हल हों मैं मानता हूं कि सब काम एक दिन में नहीं हो सकते, जितने ब्रिजिज बनने हैं, वे एक दिन में नहीं बन सकते लेकिन जहां जहां क्रासिंग्ज हैं और खास तौर से बड़े बड़े शहरों के नजदीक जैसे दिल्ली है उनका आपको खास तौर पर खयाल रखना होगा। खुदा न खास्ता अगर फ्रंटियर की तरफ फौजें भेजनी पड़ जायें तो इन क्रासिंग्ज के न होने से आपको बड़ी दिक्कत का सामना करना पड़ेगा। दया कालोनी के पास दो जगह लेवेल क्रासिंग की आवश्यकता है और इस ओर आप ध्यान दें। जब आप साल का बजट बनायें, तो इम्पार्टेंट जगहों पर जहां लेवेल क्रासिंग्ज की आवश्यकता हो, उनकी तरफ भी खयाल करें और वहां पर ब्रिजिज इत्यादि बनाने की व्यवस्था करें। इनके न होने से पब्लिक में बड़ी बेचैनी फलती है।

आपने रेलवे स्टेशन तो बना दिये हैं, लेकिन एप्रोच रोड्ज कई जगह पर नहीं हैं। आप कह सकते हैं कि यह स्टेट गवर्नमैंट्स की रिसपांसिबिलिटी है। लेकिन मैं कहना चाहता हूं कि इस मामले में आप में और उन में कोआर्डिनेशन होना चाहिए। इनके न होने से जो लाभ जनता को मिलना चाहिए, नहीं मिलता है। इस वास्ते इनका होना बहुत जरूरी है और इस तरफ आपका ध्यान जाना चाहिए। कहीं कहीं पर तो ऐसा है कि गाड़ियां भी बहुत मिल जाती हैं, मोटरें भी बहुत मिल जाती हैं, लेकिन एप्रोच रोडज नहीं हैं। यह जो कमी है, यह भी दूर होनी चाहिए। मैं यह नहीं कहता कि आप पक्की सड़कें बनवा दें, लेकिन कच्ची तो आप बनवा सकते हैं। आज वहां पर कच्ची सड़कें भी नहीं हैं। स्टेशनों से उनको मिलाने के लिए एप्रोच रोड्ज का होना बहुत जरूरी है और इस तरफ आपका खास तौर से ध्यान जाना चाहिए।

बड़े बड़े शहरों की एक और प्राबलैम की तरफ मैं आपका ध्यान खींचना चाहता हूं। दिल्ली, कलकत्ता, बम्बई इत्यादि बड़े बड़े शहर हैं। यहां पर लोग दूर दूर से काम करने के लिए आते हैं। दिल्ली को ही आप ले लें। यहां पर बहुत दूर दूर से और आसपास के शहरों से लोग रोजाना काम करने के लिए आते हैं और काम कर चुकने के बाद वापिस अपने घरों को जाते हैं। इनके और आस पास के शहरों के बीच अगर आप काफी गाड़ियां

नहीं चलाते हैं, तो बड़ी दिक्कत का सामना करना पड़ता है । एक गाड़ी भेज कर और दूसरी को उसके दस घंटे बाद भेज कर आप ट्रेफिक से कोप नहीं कर सकते हैं । जरूरत इस बात की है कि ज्यादा से ज्यादा तादाद में डीजल की शटल्ज को इनके बीच चलाया जाये । यहां दिल्ली में लोग दफ्तरों में बहुत बड़ी तादाद में आते हैं और ये आस पास के शहरों से आते हैं । दूसरे काम करने वालों का भी दिन भर आना जाना लगा रहता है । आप इससे तसल्ली नहीं मान सकते हैं कि बसिस बहुत चलती हैं क्योंकि पब्लिक के काम और पब्लिक की डिमांड बहुत बढ़ गई हैं । इसलिए आपको डीजल की शटल्ज को ज्यादा से ज्यादा तादाद में चलाने का इंतजाम करना चाहिए ताकि पब्लिक की जो वांट्स हैं, वे सैटिसफाई हो सकें ।

अंतिम बात मैं करप्शन के सम्बन्ध में कहना चाहता हूं । अंग्रेजों के वक्त बहुत थोड़े चैकर्ज ऐसे होते थे जो डिसआनैस्ट होते थे । आज उनके बीच भी करेप्शन इस हद तक पहुंच गई है कि आप किसी भी ट्रेन में सफर कर लें, अगर आप उसको रास्ते में टिप कर दें तो जितना लम्बा भी सफर आप को करना हो, उसकी वह आपको गारेंटी दे देगा । बगैर टिकट के आप सफर कर सकते हैं । चैकर्ज जिनकी ड्यूटी चैक करना है वे ही बहुत ज्यादा कोरप्शन में इंडल्ज करते हैं और इसका नतीजा यह है कि खराबियां बहुत अधिक बढ़ गई हैं । आप को अगर अपना माल, सामान भेजने के लिए वैगंज चाहियें तो वे भी आप को मिल नहीं सकती हैं तब तक जब तक कि आप रिश्वत के तौर पर रुपया नहीं दे देते हैं । कहने को तो कह दिया जाता है कि लिस्ट बन चुकी है लेकिन जिस किसी स्टेशन से भी वैगन ली जायेगी वहां पर यह एक कस्टम सा बन चुका है कि अगर उनको रुपया चटा दिया जाये तो वैगंज मिलने में कोई दिक्कत पेश नहीं आती है । इस तरफ भी आपका ध्यान जाना चाहिए और आपको देखना चाहिए कि यह कोरप्शन बन्द हो ।

ये चार पांच सजैशंज थीं जो मुझे आपके सामने रखनी थीं । मैं आशा करता हूं कि माननीय मंत्री जी इस पर विचार करेंगे । ये बातें मैंने कोई नुक्ताचीनी के तौर पर नहीं कही हैं बल्कि सुझावों के तौर पर ही आपके सामने रखी हैं ।

श्री ब्र० प्र० शर्मा (बक्सर) : उपाध्यक्ष महोदय, जो बजट माननीय रेल मंत्री जी ने सदन के सामने पेश किया है, बढ़ते हुए रेलों के खर्च को देखते हुए, मैं समझता हूं आमदनी बढ़ाना भी आवश्यक हो गया था और इसके सिवा और कोई चारा नहीं था । लेकिन जिस तरह से आमदनी बढ़ाने की बात की गई है, उस में मैं देख रहा हूं कि तीसरे दर्जे के मुसाफिरों को बहुत ज्यादा कठिनाई का सामना करना पड़ेगा । तीसरे दर्जे के मुसाफिरों के किराये बढ़ने से रेलों की आमदनी करीब करीब ६.६ करोड़ रुपया और हो जायेगी । इस बजट में पैसैंजर ट्रेफिक से जो अधिक आमदनी हो रही है उसमें अगर यह इजाफा जोड़ दिया जाता है तो साफ मालूम होता है कि पैसेंजर ट्रेफिक से जो करीब १२ करोड़ रुपये की आमदनी होने वाली है उसमें ७० फीसदी हिस्सा तीसरे दर्जे के मुसाफिरों के किराये बढ़ाने से वसूल किया जायेगा । मैं समझता हूं कि तीसरे दर्जे के मुसाफिरों का किराया इस तरह से बढ़ाया जाना बिल्कुल ही ठीक नहीं है । अगर तीसरे दर्जे के मुसाफिरों का किराया नहीं बढ़ाया जाता है तो जो बढ़ती हुई आमदनी है उसमें सिर्फ ६.६ करोड़ रुपये की कमी हो जाती है । जहां पर २१ करोड़ २२ लाख रुपये की बढ़त होने वाली है, उसके मुकाबले में इस रकम के लिए जो दुःख लोगों के दिल और दिमाग में पहुंचने वाला है और जो बुरा असर इससे होने वाला है, वह बहुत ही खराब होगा । इसलिए मैं रेलवे मिनिस्टर साहब से निवेदन करता हूं कि जो तीसरे दर्जे के मुसाफिरों के किराये बढ़ाये जाने की बात की गई है, उस के सम्बन्ध में वह फिर से विचार करें । कोई ऐसा रास्ता

[श्री अ० प्र० शर्मा]

निकालें जिस से कि तीसरे दर्जे के मुसाफिरों के ऊपर किराया न बढ़ाया जाय। यह ठीक है कि अपर क्लास को ट्रैवेलिंग के लिये हमारे देश में जितना कम किराया लिया जाता है उतना कम किसी बाहर के देश में, जिस को मैं जानता हूं और जिस को मैं ने देखा है, नहीं लिया जाता। इस लिये जहां तक अपर क्लास के पैसेन्जर्स का किराया बढ़ाने का सवाल है, मैं समझता हूं कि वह बिल्कुल ठीक हो है।

रेलवे के जो बढ़ते हुए खर्चे हैं उन को पूरा करने के लिये दो ही तरीके हैं। एक तो यह कि रेलवे का किराया बढ़ाया जाय और दूसरा यह कि कर्ज लिया जाय। मैं समझता हूं कि रेलवे को चलाने के लिये कर्ज लेना ठीक नहीं है। अपने देश के अन्दर ही रेलवे की आमदनी को बढ़ा कर चलाना ठीक है।

जहां तक रेलवे के विकास का सम्बन्ध है, मैंने कुछ जानने की कोशिश की। यह ठीक है कि इस देश के अन्दर रेलवे का विकास होना चाहिये, लेकिन ऐसी बहुत सी जगहें हैं जो कि बहुत पिछड़ी हुई हैं। जिस जगह से मैं आता हूं वहां एक जगह से दूसरी जगह ३५ मील की दूरी तै करने के लिये साल में छः महीने तक कोई रास्ता ही नहीं रहता है। न तो कोई सड़क ही है और न कोई रेल का रास्ता है। ३०, ३५ मील जाने के लिये, खास तौर से बक्सर से भबुआ जाने के लिये, जो कि हमारे भूतपूर्व रेलवे मंत्री की कांस्टिट्यूएन्सी भी थी, कम से कम १०० मील का रास्ता तय करना पड़ता है। मोगलसराय से घूम कर जाना पड़ता है या फिर पटना हो कर गया की तरफ से आना पड़ता है। इस लिये जो रेलवे के डेवेलपमेंटल प्रोग्राम्स में तथा एक्सपैन्शन में इस तरह की सभी जगहों का खयाल रक्खा जाना चाहिए।

मैं खास तौर से दो चार बातें जो रेलवे ऐडमिनिस्ट्रेटिव मशीनरी तथा लेबर रिलेशन्स या ट्रेड यूनिन्स के सम्बन्ध में कहना चाहता हूं। ऐडमिनिस्ट्रेशन के सम्बन्ध में मैं यह कहना चाहता हूं, जैसा कि हमारे मि० माथुर ने अपने वक्तव्य में सदन के सामने भी कहा, कि रेलवे में काम करने वालों के साथ बहुत इंटरफियरेन्स होता है बहुत सी जगहों पर। कोई भी अफसर हो, चाहे डिस्ट्रिक्ट लेवेल पर हो चाहे जेनरल मैनेजर्स लेवेल पर हो या चाहे बोर्ड के लेवेल पर हो। लोगों में अपने ऊपर कांफिडेन्स उठ गया है। हर एक आदमी काम को दूसरे पर टालने की कोशिश करता है। कोई भी जिम्मेदारी अपने ऊपर नहीं लेना चाहता। इस का नतीजा यह होता है कि लोग अपने काम में दिलचस्पी नहीं लेते हैं और जिम्मेदारी के साथ काम नहीं करते जिस के कारण रेलवे के काम में बहुत नुक्सान पहुंचता है। आज मैं इस सदन के सामने बोल रहा हूं। अगर कुछ दिन पहले यहां पर मुझे बोलने का मौका मिलता तो हो सकता है कि मैं रेलवे ऐडमिनिस्ट्रेशन के सम्बन्ध में और भी बहुत सी बातें कहता।

रेलवे के अन्दर जो स्टाफ रिलेशन्स हैं, खास तौर से जो रेलवे कर्मचारियों के कंडक्ट और डिसिप्लिन के सम्बन्ध में इस्टैब्लिशमेंट कोड है वह १०० वर्ष के लगभग पुराना है। जब से हिन्दुस्तान में रेलवे शुरू हुई थी तभी से उस के अन्दर जो तरह तरह की धारायें हैं और जो कानून बने हुए हैं वे एक दूसरे से कंट्रैडिक्टरी हैं। जब रेलवे के कानूनों की व्याख्या की जाती है तब दो अलग अलग जगहों के आदमी आपस में डिफर करते हैं। एक आदमी एक इंटरप्रेटेशन करता है और दूसरा आदमी दूसरा करता है और तीसरा आदमी तीसरा करता है। नतीजा यह होता है कि ऐडमिनिस्ट्रेशन में कोई कंटिनुइटी नहीं रह जाती। एक अफसर जो फैसला कर जाता है दूसरा अफसर जो आता है वह उस से बिल्कुल उल्टा फैसला करता है। इस तरह की डिस्क्रीशनरी पावर यूज करने

का नतीजा यह होता है कि जो हम को सोचना चाहिये वह हम नहीं सोच पाते और जो हक लोगों को मिलने चाहियें वे नहीं मिलते गलत लोगों को वे हक मिल जाते हैं । जब कभी कोई फैसला करने का सवाल आता है तो उस में इतनी देर लगती है कि जब तक सही फैसला हो उस वक्त तक गलत आदमी जो कि टेम्पोरैरी पोस्ट पर होता है वह परमनेन्ट हो जाता है और सही आदमी नुक्सान उठाता है । इस से लोगों में काफी असन्तोष फैलता है, और कर्मचारियों के बीच में काम करने की जो इच्छा होती है उस में काफी कमी हो जाती है ।

मैं इस सदन के सामने दो एक बातें ट्रेड यूनियन के सम्बन्ध में कहना चाहता हूं क्योंकि ट्रेड यूनियन से मेरा खास तौर से सम्बन्ध है । एक माननीय सदस्य ने इस सदन में कहा कि सन् १९४८–४९ में आई० एन० टी० यू० सी० का फार्मेशन गवर्नमेंट ने बैकडोर से किया था । मैं बड़े अदब से कहना चाहता हूं कि अगर कोई ट्रेड यूनियन के इतिहास की जानकारी नहीं रखता तो मेरा खयाल है कि उस को इस की जानकारी रखनी चाहिये । जहां तक आई० एन० टी० यू० सी० का सवाल है, इस की स्थापना (राष्ट्रीय मजदूर कांग्रेस की स्थापना) सन् १९१९ में हुई थी । माननीय सदस्य ने आल इंडिया रेलवेमेन्स फेडरेशन का जिक्र किया और कहा कि यह बहुत पुराना संगठन है । जहां तक मेरा खयाल है कि सन् १९१९ में महात्मा गांधी ने अहमदाबाद में राष्ट्रीय मजदूर कांग्रेस की स्थापना की थी जिस की टेक्सटाइल लेबर ऐसोसियेशन कहते हैं । उस वक्त रेलवेमेन्स फेडरेशन पैदा भी नहीं हुआ था ।

Shri Nambiar: He was referring to the National Federation of Railwaymen.

श्री ज० प्र० शर्मा : इस को कहने का मेरा कोई खास मतलब था । मेरा मतलब तो यह है कि जिस नेशनल फेडरेशन आफ रेलवेमेन के सम्बन्ध में कहा गया कि वह एक गवर्नमेंट की फेवर्ड बाडी है उस नेशनल फेडरेशन को शायद रेलवे मिनिस्ट्री से दूसरों से ज्यादा शिकायत है । यह कहा गया है कि नैशनल फेडरेशन आफ रेलवेमेन से सम्बन्धित भिन्न भिन्न रेलवेज में बहुत सी यूनियनें रिकग्नाइज की गई हैं । यह चीज सम्बन्ध रखती है **मल्टिप्लिसिटी आफ ट्रेड यूनियन्स इन दि सेम इंडस्ट्री से** । मैं कहना चाहता हूं कि यह बिल्कुल गलत बात है । हम एक रेलवे के अन्दर एक रेलवे यूनियन से अधिक ऐफिलिएट नहीं कर सकते और अगर इस तरह की यूनियनें रिकग्नाइज हुई हैं तो वह गलत है और आई० एन० टी० यू० सी० से इस का कोई सम्बन्ध नहीं है । यहां यह भी कहा गया है कि सारे देश में एक ही ट्रेड यूनियन होनी चाहिए । रेलवे के अन्दर एक ट्रेड यूनियन श्री जयप्रकाश नारायण जी और श्री खंडूभाई देसाई के परिश्रम के फलस्वरूप सन् १९५३ में हुई थी । आखिर वहां क्यों दो फेडरेशन हो गये, माननीय सदस्य ने इस सदन में यह नहीं बतलाया । उन की यूनिटी का मतलब यह है कि जब तक उन का बहुमत वहां पर नहीं हो जाता तब तक वहां पक्की और मुकम्मिल यूनिटी नहीं हुई । नैशनल फेडरेशन में सन् १९५३ में आई० एन० टी० यू० सी० का बहुमत हो गया इस लिये आल इंडिया रेलवेमेन्स फेडरेशन उस से बाहर निकला । उन्होंने आल इंडिया रेलवेमेन्स फेडरेशन को रिवाइव किया और उस के लिये रिकग्निशन मांगा ।

एक माननीय सदस्य : यह बिल्कुल असत्य है ।

श्री ज० प्र० शर्मा : जहां यह बात कही जाती है, वहां मैं यह कहना चाहता हूं कि पूरी यूनिटी स्ट्रक्चरल सेट अप में नहीं हो सकती । जब तक रेलवे आईडियालोजी में और यूनिटी नहीं होती, जब तक काम करने के तरीकों में यूनिटी नहीं होगी, जब तक एक आदमी रेलवे के काम सुचारू रूप से चलाने

[श्री अ० प्र० शर्मा]

की बात करने वाला और दूसरा रेलवे के काम चलाने में खलल डालने वाला होगा, जब तक एक आदमी एक रास्ते पर जाने वाला और दूसरा आदमी दूसरे रास्ते पर चलने वाला होगा तब तक उन दोनों के बीच यूनिटी कैसे हो सकती है ? यह चीज मुमकिन ही नहीं है । इसलिये जब तक सोचने और काम करने के तरीके में एकता नहीं होती तब तक इस देश में ट्रेड यूनियनों में कोई यूनिटी नहीं हो सकती । मैं यह बात व्यक्तिगत रूप से नहीं कह रहा हूं । यह चीज मैं राष्ट्रीय मजदूर कांग्रेस की ओर से, जिस का मैं एक सदस्य हूं, कह रहा हूं ।

हमारे रेलवे मिनिस्टर साहब ने डियरनेस अलाउन्स बढ़ने की बात कही है । मैं इसका स्वागत करता हूं । मैं रेलवे विभाग को धन्यवाद देता हूं कि जैसे ही इसका फैसला हुआ, रेलवे ने कोई समय जाया नहीं किया और जल्दी से जल्दी रेलवे मिनिस्टर ने इस बात का आश्वासन दिया और हुक्म जारी किया कि रेलवे कर्मचारियों को बढ़ती हुई मंहगाई का फायदा मिलना चाहिये । लेकिन इसके साथ ही साथ मैं इस बात से बिल्कुल असहमत हूं कि रेलवे के मुलाजिमों के मकानों का किराया बढ़ाया जाये । रेलवे एडमिनिस्ट्रेशन की तरफ से कहा गया कि पी० ए० सी० का फैसला है कि रेलवे कर्मचारी जिन मकानों में रहते हैं उनका किराया बढ़ाया जाये । ४ प्रतिशत से बढ़ा कर ६ प्रतिशत के बेसिस पर उनके किराये का कैलकुलेशन करने का मतलब यह है कि सेकेन्ड पे कमिशन की रिकमेन्डेशन्स के फलस्वरूप रेलवे कर्मचारियों की तनख्वाह में जो ७.४० प्रतिशत की वृद्धि हुई थी उसको मकानों का किराया बढ़ा कर बिल्कुल खत्म कर दिया गया । इसलिए हमारे फेडरेशन की तरफ से भी इसका विरोध किया गया है और इस सदन में भी मैं कहना चाहता हूं कि जो रेलवे कर्मचारियों के मकानों का किराया बढ़ाने का सवाल है उसको रेलवे को मुल्तवी करना चाहिए अन्यथा इससे रेलवे कर्मचारियों के अन्दर एक असन्तोष फैलेगा जिससे रेलवे का काम अच्छा बनने वाला नहीं है ।

मैं एक बात इस मौके पर परमानेंट नैगोशिएटिंग मैशीनरी के सम्बन्ध में भी अर्ज करना चाहता हूं । रेलवे के अन्दर में एक परमानेंट नैगोशिएटिंग मैशीनरी है जिसके जरिये से रेलवे के कर्मचारियों की शिकायतों की सुनवाई होती है । यह डिस्ट्रिक्ट और जनरल मैनेजर के लेबिल पर भी काम करती है । लेकिन यह मैशीनरी बहुत पुरानी हो गई है और इनएफीशेंट है । इसको बदलना चाहिये । रेलवे बोर्ड के लेबिल पर तो कुछ फैसले ठीक होत भी हैं लकिन डिस्ट्रिक्ट और जनरल मैनेजर के लेबिल पर तो बिल्कुल असन्तोजनक काम होता है । और रेलवे बोर्ड के फैसले की अपील की व्यवस्था नहीं है । या तो रेलवे बोर्ड जो कहता है उसे स्वीकार कीजिये या झगड़ा कीजिये । इसलिए झगड़ा करने वाले लोगों को इस व्यवस्था में काफी प्रोत्साहन मिलता है और जो लोग समझौते के साथ काम करना चाहते हैं उनके हाथ कमजोर होते हैं । जहां तक मैं जानता हूं भारत सरकार की नीति है कि समझौते के रास्ते से ही शिकायतों को निपटाया जाए । इसलिए जरूरी है कि इन झगड़ों को तय करने के लिए एक परमानेंट आरबिट्रेशन ट्राइबुनल बनाया जाए जिसके फैसल रेलवे बोर्ड पर और मजदूरों पर समान रूप से बाइंडिंग हों ।

इसी के साथ-साथ मैं यह भी कहना चाहता हूं कि अगर गवर्नमेंट यह समझती है आरबिट्रेशन का फैसला ऐसा है जो साधू नहीं किया जा सकता, और उसमें सरकार कोई तब्दीली करना चाहती है, तो उस हालत में गवर्नमेंट को अपना हक इस्तेमाल करने से पहले उसको पार्लियामेंट के सामने रखना

चाहिये। आरबिट्रेशन के फैसले को रद्द करने के पहले उसको पार्लियामेंट के सामने रखना चाहिए और उसको रद्द करने के कारण पार्लियामेंट के सामने रखने चाहिए। अगर ऐसा नहीं किया गया तो आरबिट्रेशन से कोई लाभ नहीं होगा। इसके तो मानी यह होंगे कि गवर्नमेंट जो एम्पलायर है उसका ही हक है कि वह जो कहे उसी फैसले को मान लिया जाए।

मैं और अधिक समय न लेते हुए एक बात व्हिटले काउंसिल्स के सम्बन्ध में कहना चाहता हूं। हमारे संगठन ने इनका विरोध किया। मैं कहना चाहता हूं कि व्हिटले काउंसिलों को हिन्दुस्तान में लागू करने की जो बात की जाती है वह गलत है। उसका यहां गलत मतलब समझा जाता है। यह ट्रेडयूनियन के विरोध में काम करती हैं और इनकी स्थायी काउंसिल बना कर ट्रेड यूनियन को कमजोर करने की बात की जाती है। दूसरे मुल्कों में जहां व्हिटले काउंसिलें चलती हैं वह ट्रेड यूनियन के माध्यम से चलती हैं। लेकिन यहां ऐसा नहीं होता। इसलिए जब जब व्हिटले काउंसिलों को लागू करने की बात की जाती है हम उसका विरोध करते हैं और आगे भी विरोध करेंगे।

मैं एक बात और कहना चाहता हूं। कैजुअल लेबर और कंस्ट्रक्शन लेबर के सम्बन्ध में रेलवे ने जो रेट्स कायम कर रखी हैं और उनकी जो सरविस कंडीशन्स हैं वे बहुत ही असन्तोषजनक हैं। इसमें भी काफी सुधार की आवश्यकता है।

आखिर में जो पिछले वर्ष कुछ भाइयों ने सरकारी कर्मचारियों की ओर से खास कर रेल कर्मचारियों की हड़तालें करायीं उनके सम्बन्ध में कुछ कहना चाहता हूं। हमारे फेडरेशन ने सरकार के सामने अर्ज किया था कि जिन लोगों ने, जिन लीडरों ने इन कर्मचारियों को गुमराह किया वे तो मजे उड़ा रहे हैं लेकिन बेचारे कर्मचारी जो गुमराह किये गये वे नुकसान उठा रहे हैं। उनमें से कुछ को नौकरी से निकाल दिया गया है, कुछ को सस्पेंड कर दिया गया है, कुछ को एक जगह से दूसरी जगह ट्रांसफर कर दिया गया और इस प्रकार उनको परेशानी उठानी पड़ रही है। उनके प्रति सरकार को हमदर्दी से विचार करना चाहिये। उनके ऊपर ख्याल किया जाए और गवर्नमेंट को इस बात का ख्याल रखना चाहिये कि जिनके खिलाफ कोई वायलेट एक्टिविटी का या सैबोटेज का चार्ज साबित नहीं है तो उनके साथ सख्ती न की जाए।

इन शब्दों के साथ मैं कहना चाहता हूं कि अगर सरकार ऐसा करेगी तो इससे लेबर रिलेशन्स बहुत अच्छे हो जाएंगे। इससे साबित होगा कि जो लोग गुमराह किए गए हैं उनको माफ करने वाले बड़े लोग हैं और बदले की भावना से प्रेरित हो कर उनको परेशान नहीं करना चाहते।

श्री ना० नि० पटेल (बलसार): उपाध्यक्ष महोदय, रेलवे बजट की बहस के अन्दर भाग लेने के लिए आपने जो मुझे मौका दिया उसके लिए मैं आपका आभारी हूं।

जब जब यह बहस चलती है तो मैं अपने यहां की रेलवे सम्बन्धी कठिनाइयों को पेश करता हूं लेकिन जो मैंने अपने डिस्ट्रिक्ट और कांस्टीट्यूएंसी की बातें अभी तक बतलाई हैं उनमें कोई फेर नहीं हुआ। और जब फिर यह मौका मिला है तो मैं उन बातों को सदन के सामने पेश करना चाहता हूं। अगर इन पर कोई अमल हो तब तो ठीक बात है नहीं तो हमारा कहना बहरे के आगे ढोल बजाने जैसा ही होगा।

रेलवे बोर्ड की तरफ से जो रिपोर्ट पेश की जाती हैं उसमें बड़े-बड़े फेरफार का जिक्र होता है। उसमें हम देखते हैं कि जो बड़े-बड़े शहर हैं उनके स्टेशनों पर पैसिंजरों

[श्री ना० नि० पटेल]

को सहूलियत पहुंचाने के लिए कुछ फेरफार हुआ है । लेकिन देहातों के स्टेशनों पर आज सौ सालों से हमको काफी सुधार नजर नहीं आता । मैं पूछना चाहता हूं कि हमारे देश में जो आजादी आयी इसको लाने में क्या केवल शहर वालों ने हिस्सा लिया था गांव वालों ने हिस्सा नहीं लिया । मेरी कांस्टीट्यूएंसी में सूरत से लगाकर अमूरगांव तक बहुत से स्टेशन हैं । लेकिन पिछले वर्षों में सूरत स्टेशन, नवासारी स्टेशन और बल्लिमारू स्टेशनों में तो कुछ सुधार किया गया है । लेकिन शेष स्टेशनों में कोई सुधार नहीं हुआ है । उनकी वही हालत है जो कि बी० बी० एंड सी० आई० रेलवे बनने के समय सौ साल पहले था । वैसे ही प्लेटफार्म और शैड अभी तक हैं और पैसिंजरों के लिए उनमें कोई सुधार नहीं किया गया है ।

पुराने जमाने में जब ये स्टेशन बनाए गए तो पैसिंजर भी कम थे । लेकिन आज तो आप देखते हैं कि दिन पर दिन पैसिंजर बढ़ते जाते हैं । जैसा कि अपोजीशन के माननीय सदस्यों ने कहा, हमारे कुछ स्टेशनों पर तो दस-दस, ग्यारह-ग्यारह और बारह-बारह घंटे तक गाड़ी नहीं आती है । हमारा अमूरगांव तक का जो भाग है वह पहले सब महाराष्ट्र में था । सूरत डिस्ट्रिक्ट भी बम्बई राज्य में था । अब महाराष्ट्र और गुजरात दो अलग-अलग राज्य हो गए हैं । अमूरगांव तलक का जो भाग है यह गुजरात में है । आपको तो मालूम है कि स्टेट अलग हो जाने से लोगों को उसके कैपिटल को जाना होता है । अगर कोई आदमी अमूरगांव से अहमदाबाद को, जो कि गुजरात का कैपीटल है, जाना चाहे तो उसको जाने आने में दो दिन लगते हैं । कोई ऐसी ट्रेन नहीं है कि कोई आदमी सुबह चले और मध्य रात्रि तक वापस आ जाए । इस प्रकार की कोई सहूलियत होनी चाहिए । हमारी सूरत जिला कांग्रेस कमेटी ने भी रेलवेज को लिखा और हम लोगों ने भी इसकी ओर कितनी ही बार ध्यान दिलाया मगर आज तक उसका कोई नतीजा सामने नहीं आया है ।

दूसरी बात मैं यह कहना चाहता हूं कि आज से सौ साल पहले जब कि हमारे यहां रेल लगी थी और जब हमें आजादी मिली और हमारी अपनी सरकार और रेलवेज बनी तो जो सहूलियतें लोगों को पहले सुलभ थीं उसमें पीछे काफी कमी की गई है । पहले की अपेक्षा उस प्राप्त सहूलियत में कितनी कमी की गई हैं वह मैं आपके सामने निवेदन करना चाहता हूं ।

मेरे निर्वाचन-क्षेत्र में बिल्लीमोरा एक शहर है । इस शहर के अन्दर कई टेक्सटाइल मिल्स और अन्य इंडस्ट्रीज स्थापित हैं । बिल्लीमोरा शहर के दोनों बाजुओं में नदियां हैं । एक बाजू में एक नदी है जब कि दूसरे बाजू में दो नदियां हैं । समुद्र भी पास में है । वहां पर कोई ऐसा रास्ता नहीं हैं कि जिस रास्ते से आदमी पैदल चल कर जा सके । अब वहां के देहातों के रहने वालों के लिए जो कि दूध, सब्जियां वगैरह बेचने के लिए बिल्लीमोरा जाते हैं उनके वास्ते पहले जो बी० बी० एंड सी० आई० रेलवेज थी उसने उस नदी के पुल के ऊपर दोनों तरफ फुटपाथ लगा दिये थे । उसके बाद जब हमारी रेलवेज हो गई तो आज से तीन साल पहले उसके द्वारा एक बाजू का फुटपाथ निकाल दिया गया । इस सम्बन्ध में मैंने रेलवेज के जनरल मैनेजरों का ध्यान खींचा । वहां के जो इंजीनियर थे और जो कि अभी बम्बई के डिवीजनल सुपरिन्टेन्डेन्ट हैं उनसे मैंने इस बारे में बातचीत की और मैंने उनको कहा कि अब तो रेलवेज हमारी हो गई है और पहले की अपेक्षा लोगों को अधिक सहूलियत मिलनी चाहिए लेकिन देखने में यह आ रहा है कि सहूलियत बढ़ाना तो दूर रहा जो सहूलियत

लोगों को पहले से प्राप्त है उसको भी आप निकालने लगे हैं । उन्होंने मुझे बतलाया कि हम एक बाजू का फुटपाथ रखेंगे और दूसरे बाजू का निकालेंगे । मैंने कहा ठीक है लेकिन आदमियों को जाने के लिये कुछ भी रास्ता होगा तो ठीक होगा । लेकिन उसके अलावा वहां और कोई रास्ता है ही नहीं । मैंने उनको कहा कि आपने उसे क्यों निकाल दिया तो वह कहने लगे कि वह लकड़ी के स्लीपर्स १२ फुट के थे और अब १२ फुट के स्लीपर्स नहीं मिलते हैं इसलिए उनको निकाल दिया । यह एक अजीब बात है । इस देश में जो चीजें अभी तक नहीं बनती थीं वह अब बनने लगी हैं तो यह कुछ समझ में नहीं आता है कि १२ फुट के लकड़ी के स्लीपर्स चूंकि नहीं मिल रहे हैं इसलिए उसको निकाल दिया गया । हमारे देश में कितना जंगल पड़ा है । हमारे बिल्लीमोरा के पास डांग का जंगल है और काफी लकड़ी हमें मिल सकती है । बहरहाल, लकड़ी के स्लीपर्स न मिलने के कारण वह फुटपाथ निकाला गया है । एक बाजू का फुटपाथ निकाल दिया गया । दूसरी साल आया तो दूसरे बाजू का भी फुटपाथ निकाल डाला । अब बिल्लीमोरा शहर में एक बाजू से करीब ३००० आदमी जाने वाले हैं और और २७०० आदमी दूसरे बाजू से आते हैं लेकिन उन्होंने दोनों बाजुओं के फुटपाथ निकाल दिये । हमने कहा कि अरे भाई पब्लिक के लोगों के लिए अगर नहीं करते हो तो कम से कम रेलवे स्टाफ के लिए तो कुछ प्रबन्ध करो । इस पर उन्होंने दो रेलवे ट्रैक्स के बीच में फुटपाथ बना लिया लेकिन उसमें स्पेस बड़ी नैरो रहती है और अक्सर इस कारण वहां से एक्सीडेंट हो जाया करते हैं । पुल के ऊपर आमने सामने से यदि दो गाड़ियां आती हैं और अगर किसी बोगी का दर्वाजा खुला तो फुटपाथ पर चलने वाला आदमी बच नहीं सकता है और दर्वाजा लगने के फलस्वरूप उसकी मृत्यु हो जाती है । प्रति वर्ष ४ या ५ आदमी दोनों बाजू से ऐक्सीडेंट के अन्दर मर जाया करते हैं । क्या हमने इसीलिए आजादी प्राप्त की थी कि बयाज हमें सहूलियत मिलने के हमारी दिक्कतें और बढ़ जायें और इस तरह से हमारे लोग मरें ? आज हमारी अपनी रेलवेज है लेकिन हमारी कोई सुनवाई नहीं और बहरे कानों पर ढोल बजाने की कहावत चरितार्थ हो रही है । पहले उन्होंने एक पुल के ऊपर ऐसा किया था । अब ४ महीने से उन्होंने दूसरे पुल का भी फुटपाथ निकालना शुरू कर दिया है ।

इसका नतीजा यह हुआ कि चुनावों के समय जब हम लोगों के पास वोट मांगने गये तो वह इतने चिढ़े हुए थे कि उन्होंने कहा कि सीधे-सीधे हमारे गांव के बाहर निकल जाओ नहीं तो हम जूता लेकर मारेंगे । उस पर्टिकुलर कांस्टीटुएंसी में यदि आप देखेंगे कि हमें कितने वोट मिले और दूसरों को कितने वोट मिले तो आपको पता लगेगा कि उसका क्या नतीजा हमारे लिए आया । लोग हमसे कहते थे कि क्या हमने आपको संसद् में इसलिए भेजा है कि आप हमारी सहूलियतों को बजाय बढ़ाने के और उल्टा कम करें ? इसलिए मेरा निवेदन है कि इसका जरा ध्यान रखा जाये और जनता की सहूलियतें यदि हम बढ़ावें नहीं तो कम से कम उनको कम तो न करें । वहां के लोगों ने यह इरादा किया है कि अगर यह फुटपाथ निकाल दिये गये तो वे सत्याग्रह करेंगे । मैंने उनसे कहा है कि अभी वे ऐसा कदम न उठायें । अगर वाकई सत्याग्रह करने का मौका आ ही गया तो मैं खुद उसका लीडर बनूंगा । मैं यह साफ कह देना चाहता हूं कि अगर उन पुलों पर से यह फुटपाथ निकाल दिये गये तो सत्याग्रह की लीडरशिप मैं सम्हालूंगा ।

हम लोग यात्रियों को सहूलियतें देने की बड़ी-बड़ी बातें करते हैं लेकिन मैं रेलवे प्रशासन का ध्यान इस ओर दिलाना चाहता हूं कि बम्बई सेंट्रल से जो ट्रेनें चलती हैं, पालघर पहुंचने पर जो कि बम्बई से फर्स्ट हाल्ट है

[श्री ना० नि० पटेल]

डिब्बों की लेट्रिंस में जो पानी की टंकी लगी होती है उसमें पानी नहीं रहता है । इसके लिए मैंने रिटन कम्प्लेंट गार्ड को दी है मगर आज तक उसका कोई नतीजा नहीं निकला है ।

बिल्लीमोरा स्टेशन के पास जो करीब-करीब हज़ार लोग रहते हैं, उनको रेलवे की लैट्रिन्ज से निकलने वाले पानी से इतनी तकलीफ होती है कि जिसका कोई हिसाब नहीं है । वे लोग १९५६ से जनरल मैनेजर और दूसरे अफसरों के साथ कारेसपांडेंस करते रहे हैं । रेलवे आफिसर्ज ने यह कबूल किया है कि यहां पानी नहीं डालना चाहिए और इसको वहां से हटा देना चाहिए । आज इस बात को छः साल होने को आए, लेकिन फिर भी कोई नतीजा नहीं निकला ।

14 hrs.

स्टाफ के बारे में अपोजीशन के मेम्बरों ने जो अच्छी बातें कही हैं, जिन को मैं भी मानता हूं । हम भी चाहते हैं कि रेलवे में ऐक्सिडेंट नहीं होने चाहिए, लेकिन प्रश्न यह है कि ये एक्सिडेंट क्यों होते हैं । मैं इस बारे में बताना चाहता हूं कि पहले बम्बई से जो क्रू चलता था, वह वलसार में बदल जाता था, लेकिन आज स्थिति यह है कि जो क्रू बम्बई से चलता है, वह सीधा बड़ोदा तक जाता है । उसको दिन में १२, १४ और १६ घंटे तक काम करना पड़ता है । वे लोग मेरे पास आए और मैं उनको जनरल मैनेजर के आफिस में लेकर गया । मुझे बताया गया कि अगर एक पर्टिकुलर इंजन किसी पर्टिकुलर स्टाफ के पास रहे, तो उसकी मेनटेनेंस अच्छी होती है । मैंने कहा कि यह ठीक है । लेकिन होता यह है कि जो क्रू बम्बई से इंजन के साथ चलता है, वह बड़ोदा में उतर जाता है और वह इंजन एक दूसरा क्रू लेकर अहमदाबाद तक जाता है । यह पालिसी ठीक नहीं है ।

मैं आपको यह भी बताना चाहता हूं कि फ़ायरमैन को बम्बई से बड़ोदा तक पहुंचने में नौ टन कोयला इंजिन में डालना पड़ता है । आप जरा सोचिए कि जो आदमी बारह, चौदह घंटे में नौ टन कोयला डालेगा, उसकी क्या हालत होगी ।

इस के अलावा उन लोगों के सामने एक और समस्या भी है । वे ड्राइवर और क्रू वलसार में रहते थे । गुजरात में पढ़ाई का मीडियम गुजराती है, लेकिन महाराष्ट्र में मीडियम मराठी या इंगलिश है । इस स्थिति में उन लोगों के बच्चों को बहुत तकलीफ़ होती है । अगर गुजरात के आदमियों को बंगाल, मद्रास या यू० पी० में भेजा जाता है, तो वहां पर उनके बच्चों की पढ़ाई ठीक तरह से नहीं हो पाती है, जिसकी वजह से उनको बहुत परेशानी होती है । वे समझते हैं कि उनका रात-दिन मेहनत मजूरी करना बेकार है और उनका दिल सर्विस में नहीं लगता है । इस कारण ये एक्सिडेंट्स होते हैं ।

मेरी प्रार्थना है कि इन बातों पर सोच-समझ कर कामन-सेन्स से विचार करके इस बारे में कुछ करना चाहिए ।

Dr. Ranen Sen (Calcutta East): Mr. Deputy-Speaker, Sir, the budget presented by our new Railway Minister is a wonderful gift to this House. No Member of this House, who has any love or sympathy for the common people would support this budget. The people outside, millions of our countrymen, would curse the Railway Ministry for the new taxation measures, for the enhancement of the freight rates and passenger fares, which alone will bring misery to millions of our countrymen already groaning under poverty and other difficulties. So, the first thing I want to say is that the Railway Minister should think over the criticism made by most of the Members here from both sides about the enhancement of passenger fares and increase in freight

rates that he has proposed in the budget.

Secondly, I was surprised to find that in the railway budget, the Railway Minister has not uttered a word about the necessity of giving amenities to the poor travelling public of our country. Our Ministers never travel in trains. Even officers do not travel in third class compartments. Therefore, they do not realise the difficulties that the third class passengers and sometimes even second class passengers feel today while travelling. Till a month back, I used to travel in third class and so I know from my own experience that even water is not available in all stations at all hours. I do not know how many Members of this House, particularly old Members, know this fact. Food is not available. Barring a few important stations, you do not get anything worthwhile to eat.

If one travels from Delhi to Calcutta by Janata Express, literally he will have to starve the whole day. Even in medium-sized stations in the Eastern Railway in Bihar and other places, food is not available. Only in big junctions something is available. Even where there is catering arrangement, we find that instead of the railway catering system, there are private contractors who charge exhibitant prices and serve the people with worse food. This is the present situation.

There are other points in respect of waiting rooms, sheds, etc. These are minor points. Only a little consideration, a little sympathy and love for our people can mitigate these sufferings of common man. By increasing the passenger fares and freight rates, you tax the people directly and indirectly, but you do not think of a little more amenities for the common people. Our new Railway Minister has never mentioned about this. The sheds on the platform are such that during the rainy season, people are drenched, because the sides are open. I have seen it with my own eyes. Even a little imagination is lacking in the railway department.

There are other points in connection with passenger amenities. I need not go into everything; I will concentrate mainly upon the labour relations and say a little about over-crowding. As I have said, Ministers never travel in third class and not even in first class. So, they do not know the character of over-crowding that is present in third class. We find people climbing to the top of the train. It is a usual scene today to find people travelling standing on foot-boards. You find it in Calcutta, Bombay and other places, near Sealdah, Howrah and other important stations.

The question is, what can the railway authorities do about it? My humble suggestion is this. What is the good of keeping these air-conditioned coaches? Can you not abolish them and have more third class compartments? What is wrong in that? We know that Gandhiji used to travel in third class. What is wrong in that? If during the British period, the Europeans could travel in first class, our rich people should be made to travel in first class. Saloon cars for officers are not necessary. They can easily travel in first class. Therefore, I suggest that when the new Minister has taken over this portfolio, he should look into these things and think about the sufferings of the common people.

Now, one good thing he has mentioned is that he will try to improve labour relations in the railways. I want to bring some general points in connection with labour relations that is today obtained in the railways. How can labour relations improve? If even today the SNS rules operate, rule 149 of the Railway Establishment Code operates, if people are thrown out under police report, if people are at the mercy of the whimsical officers, how can there be any improvement in the labour relations in the railways? Everybody knows that the willing co-operation of the workers, the willing co-operation of the employees is the first thing necessary to run the rail-

ways in a better way. But what is happening in the railways? May I quote a few points in this connection? First of all, employees who are connected with the trade unions have been thrown out and they are still being thrown out. Services have been terminated of many people. I will given you certain examples to show how bureaucratically, how stupidly the Railway Administration behaves in respect of railway employees.

Sir, one gentleman, Mr. Sarojendra Nath Rakshit, a clerk at the Kancharapara Workshop, was given a charge-sheet. The charge-sheet issued against him is like this:

> "You are reasonably suspected to be engaged in subversive activities. You are a sympathiser of a political organisation. You took an active part in a meeting in May, 1957 in order to felicitate a leader of that political organisation for his success in election."

The charge-sheet is signed by the Chief Mechanical Engineer and is dated 20th November, 1961. Many people have been thrown out for their participation in the last general strike in 1960. Nearly five lakh people had taken part, but only the cream of the trade union movement has been picked up and they are still being picked up and thrown out, all in the name of democracy, discipline and, probably, in the name of socialism.

There is another type of case. I would like to read out a little bit of these charge-sheets. Rule 149 of the Railway Establishment Code has been applied on many people. I have got a few sample cases here. One gentleman, Mr. Karunamaya Bhattacharya.....

Mr. Deputy-Speaker: Order, order. Individual cases should not be referred to here.

Dr. Ranen Sen: I am just giving a sample of what is happening. I will read out certain cases without mentioning the names.

Mr. Deputy-Speaker: He can read without mentioning the names.

Dr. Ranen Sen: Well, Sir, I will not mention the names. The charge-sheet is like this:

> "You are a labour agitator and a member of a subversive political party, which is against the Service Conduct Rules."

If anybody is against the Service Conduct Rules or if a party is against the Service Conduct Rules a railway employee cannot be connected with that organisation. I do not say that this charge is correct, but even if this charge is correct, what a stupid charge is laid by the Railway Board, the railway authorities or the General Manager. Then it says:

> "In 1957, after the General Elections you raised funds from the workers and organised a meeting and procession to celebrate the victory of the candidate on his being returned to the West Bengal Legislative Assembly."

This is another charge. There is another charge against another gentleman. All these charge-sheets are being issued just after the strike in 1960 or 1961. The charge says:

> "In January 1957, your house became the venue of the meeting of a subversive political party wherein discussions were held about the selection of the office-bearers of the South Eastern Railwaymen's Union."

It was a recognised organisation. If few people sit together and discuss as to who has to be elected in the coming elections of a recognised union that becomes an offence and they are at the mercy of the officers.

So, in this way show-cause notices were issued and people were thrown

out till now. I do not know whether our new Minister knows about it, that people have been demoted, that the General Secretary and the Secretary of the Eastern Railwaymen's Union still remain suspended and the General Secretary of the South Eastern Railwaymen's Union has been demoted and there have been hundreds of cases like that. I do not want to go through the whole list and I will go to another point.

Sir, he mentioned about better labour relations. There is the question of casual labour. It is a very important question. It is known that the Central Second Pay Commission made certain recommendations in respect of this casual labour. They had recommended gradual absorption of the casual labour. But what is done? Day-before-Yesterday, an hon. Member, who himself was a railway employee, said in this House—and I know it myself what is happening in our parts. A man is employed for 5½ months or a little less than six months, then he is sacked and he is again taken in after one month in order to obviate the difficulties that have been created by the recommendations of the Central Second pay Commission.

The Minimum Wages Act has not been implemented and it is not in force. The Railway Board is issuing letters to everybody saying that it is in force, but I say that it is not in force.

Mr. Deputy-Speaker: The hon. Member must try to conclude now.

Dr. Ranen Sen: I will take a few more minutes.

Mr. Deputy-Speaker: He has already taken 17 minutes.

Dr. Ranen Sen: I was to have 25 minutes. I was told so because a certain time was allotted for the Opposition.

Mr. Deputy-Speaker: It is only 15 minutes.

Dr. Ranen Sen: I will try to finish very quickly. These are very important points and have been stressed over and over again in this House.

Mr. Deputy-Speaker: He can ask some other hon. Member of his party to take them up.

Dr. Ranen Sen: There are other points, but I will finish this point and sit down. In West Bengal the State has decided that under the Minimum Wages Act the schedule rate is Rs. 2 per day. What is happening in Kharagpur and other areas? There the casual labour get from Rs. 39 to Rs. 45 per month, which is less than what the State Government has decided in that State. Still the Railway Board goes on saying something which is not true.

Therefore, what I say is this. If the Railway Minister wants to do something, if he wants to help the public, help the people, help the employees, help the workers, he should immediately take a sympathetic view towards the common man, towards the common worker, towards the common employee and thereby he can improve a lot in the situation; otherwise, simply making a Budget Speech and increasing the fares and freight rates will only bring the curse of the people on the Minister, whoever he is.

Shri Kappen (Muvattupuzha): Sir, it is indeed sad that we have to begin today's discussion with a report of an accident which has come in today's papers. Whenever we have to discuss about the railways, about the Railway Administration, the most important thing, in my opinion, that we have to consider is the number of accidents that are happening. Accidents are on the increase. What is the reason for these accidents? Various reasons have been suggested in this House. It has been pointed out that it is due to the discontentment among the workers. It has also been pointed out that these accidents are happening because the railways are understaffed. I hold a different view. I feel that the reasons for these acci-

[Shri Kappen]

dents must be gone into and, if necessary, a high-powered committee must be appointed to look into this question. I can say with pride that I come from a State where there had been no railway accidents. Probably the reason is that there are very few railways in that State. That may be the reason for the few accidents or practically no accidents in that State.

Whenever we make a request for opening new railway lines in that State, the Government will say "there are no industries in that State; it is only in places where there are industries we are going to open up new lines". But when we ask for industries, they say "there is no proper railway communication; so, no new industries can be started". Therefore, it is a vicious circle. It is no exaggeration to say that thousands of people in that State have not seen a railway line. Since it is a State where probably the literacy is the highest in India, it is a pity that there are people in that State who have not seen a railway line, simply because railways are so few in that State. As it is the smallest State in India in the southern most part of the country, because of the distance from Delhi to Kerala the eyes of the Ministry do not reach there. So, I would urge upon the Ministry to see that more railway lines are opened up in that State.

I come from a constituency where many dollar earning crops of India are produced. But, because of want of transport facilities, the agriculturists in that area do not get a proper price for their commodities. Though cardamom is the monopoly of India, particularly of Kerala State, its price has gone down steeply and not only is it not flourishing but very soon it will be extinct unless proper facilities are provided for transport of goods so that the agriculturists may get a reasonable return.

There was a suggestion for opening new railway line from Madura to Cochin port. In fact, the State Government suggested eight new lines to be opened. Somehow, the Ministry did not find it possible to allow even one line and when a question was asked in this House the answer was that the Government is not thinking of opening any new line in that area. I would urge upon the Ministry to see that the case of Kerala, particularly with respect to railways, may be sympathetically considered and new lines may be opened up there so that it will result in increased production of such dollar earning crops like tea, rubber and cardamom, apart from the development of industries.

Then I would like to say that there is so much of overcrowding in trains in Kerala. Of course, complaints are being received from every quarter about over-crowding in railways. So, railways must do something to relieve congestion in the railways. Also, the railways will have to meet a great challenge in the sense that they will have to carry more goods. As a result of development of industries, production has increased enormously and, therefore, so much of carrying capacity is needed. The present capacity of the railways is absolutely inadequate to meet the increasing need for transport. Therefore, Government have to provide increased transport facilities.

Coming to the question of increase in fares and freights, much criticism has been levelled against it. I do not agree with that criticism. In my opinion, the increase in freight is not too much. When we consider the increase in freight and fare, we have to compare them with freight and fare in other parts of the world. I am sure that the fares and freights in India are the lowest in the world would. Therefore, we cannot blame the railways for increasing the fares and freights. Of course, in the socialistic pattern we have got the

right to complain about the increase in fright for transport of foodgrains, as that will affect the poor people. Therefore, I would certainly plead for a reduction in freight for transport of foodgrains. Then, when we calculate the freight, we find that the increase is, after all, very small and the price is not going to be affected by it very much. Even then, we have to consider the psychological factor involved and so I hope Government will reduce the freight on foodstuffs.

Another complaint levelled against the Ministry was that even though the fares and freights have been increased, there are no proportionate amenities provided. But, then, we have to remember that there are no cuts in the amenities. The existing amenities are continuing. Also, there is provision for improvement in the existing amenities and for more amenities. Therefore, I am definitely of the opinion that the increase in freights and fares is not such as to warrant a criticism. We can only criticise the carrying capacity of the railways and suggest that it should be increased to meet the increased demand that is bound to arise consequent upon increased production during the Third Plan period.

In conclusion, I will again request the Railway Ministry to sympathetically consider the question of the smallest and southern most State of Kerala with regard to railways and see that some provision is made for the opening up of new railway lines in that State.

श्री तुलसीदास जाधव (नानदेड) : उपाध्यक्ष महोदय, आपसे मुझे पहली रिक्वेस्ट यह करनी है कि जितनी अच्छी हिन्दी मुझे बोलनी चाहिए उतनी अच्छी मैं बोल नहीं सकता, इसके लिये आप मुझे क्षमा करें।

रेलवे मिनिस्टर ने जो बजट सदन के सामने रखा है, उसके आंकड़ों को देखने से मालूम होता है कि रेलों की प्रगति बहुत जोर से चल रही है। पन्द्रह वर्ष पहले के आंकड़ों को देखने से पता चलता है कि इतने समय के बाद रेलों का काम बहुत तेजी से चलता है। यह इस देश के लिये बहुत अच्छी बात है। इसलिए मैं सरकार को और मिनिस्टर साहब को धन्यवाद देता हूं। अगर आंकड़े देखे जाएं तो मालूम होगा कि जहां सन् १९५०–५१ में रेलवे का कैपीटल ८२७ करोड़ था वहां सन् १९६०–६१ में बढ़ कर १५२१ करोड़ हो गया। उसकी आय जो सन् १९५५–५६ में ३१७ करोड़ पचास लाख थी वह सन् १९६०–६१ में ४५९ करोड़ हो गयी और सन् १९६२–६३ में ५४६ करोड़ होने का अनुमान है। इससे पता चलता है कि रेलवे की आय भी बढ़ी है। अगर यात्रा करने वाले मुसाफिरों के आंकड़े देखे जाएं तो पता चलेगा कि सन् १९५५–५६ में १२९ करोड़ यात्री चले थे और सन् १९६०–६१ में उनकी संख्या १६१ करोड़ तक पहुंच गयी है। यात्रियों से सन् १९६०–६१ में १३१ करोड़ की आय हुई थी जो कि सन् १९६२–६३ में १६६ करोड़ होने का अनुमान है। जैसे-जैसे यात्रियों की संख्या बढ़ती जाती है वैसे-वैसे उनसे होने वाली आय भी बढ़ती जाती है।

यात्रियों की संख्या बढ़ गयी है उसके कारण भीड़ होती है उसमें सहूलियत करने के लिये सरकार ने टैक्स लगाने का विचार किया है जो कि अपर क्लासेज पर १५ प्रतिशत होगा और थर्ड क्लास पर १० प्रतिशत होगा। तीसरे दर्जे में जो भीड़ होती है उसको देखते हुए उन पर जो टैक्स लगाया गया है उसके बारे में हो सकता है कि सोशल वर्कर्स को इन लोगों को संतोष देने में कठिनाई हो। लेकिन अगर सरकार को कारोबार चलाना है तो वह पैसे के बगैर तो नहीं चल सकता।

अभी तक जितनी स्पीचेज सुनीं उनसे पता लगता है कि लोगों को जितनी सहूलियतें

[श्री तुलसीदास जाधव]

मिलनी चाहिए उतनी नहीं मिलतीं। अगर माल की कीमत ज्यादा हो पर माल अच्छा मिले तो भी लोग खुश रहते हैं। इसी दृष्टि से सरकार को किराया बढ़ाने के साथ लोगों को सहूलियत अच्छी रीति से देनी चाहिए। अगर ऐसा करने में अफसरों की या दूसरे लोगों की कुछ गलती हो तो उस पर सरकार को ध्यान देना चाहिए। मेरी इस बाबत राय यह है कि अगर हो सके तो अपर क्लास पर जितना कर बढ़ाया है उसे और बढ़ा दिया जाए और लोअर क्लास का कर कम दिया जाय। ऐसा करना लाजिमी है।

दूसरी बात मैं अपने यहां की कुछ मांगों के बारे में कहना चाहता हूं। मैं छोटी छोटी बातों में नहीं जाना चाहता कि इस रेलवे में यह हुआ और उस रेलवे में यह हुआ, या रेलों के आने का टाइम बराबर है या नहीं। ये बातें तो मिनिस्टर से या डिपार्टमेंट से कहने से दुरुस्त हो सकती हैं।

मेरा कहना यह है कि लातूर मिरज सेक्शन में छोटी गेज है। इसलिए वहां बहुत भीड़ होती है। इस एरिया में पंढरपुर एक प्रसिद्ध देवस्थान है जहां सारे देश से लोग आते हैं। बहुत छोटी रेल होने से वहां बड़ी भारी भीड़ होती है और कैरिजेज भी भरपूर नहीं हैं। इस कारण बैठने तक के लिए जगह नहीं मिलती, और सहूलियत का तो प्रश्न ही क्या है। इसलिए मेरी प्रार्थना है कि इस सेक्शन को ब्राडगेज कर दिया जाए। यह सुना था कि इसका सर्वे हुआ है लेकिन उसके लिए बजट के अन्दर कोई प्राविजन नहीं देखा। तो मेरी प्रार्थना है कि कृपया इस लाइन को ब्राड करने की तजवीज रखें।

दूसरी बात यह है कि मैंने रेलवे का नक्शा देखा। उससे पता चला कि जो नार्थ, ईस्ट, वेस्ट और सेंट्रल रेलवेज का माइलेज है उसमें सेंट्रल रेलवे का माइलेज कम है। जहां साउथ और वेस्टर्न रेलवेज का माइलेज ६००० और ६५०० है वहां सेंट्रल रेलवे का माइलेज ३००० ही है। सेंट्रल रेलवे का माइलेज ऐसा है कि नीचे से ऊपर और साउथ या ईस्ट जाने में जितना रास्ता आता है उतना ही सेंट्रल रेलवे का माइलेज है। मैं देखता हूं कि सेंट्रल रेलवे में माइलेज बढ़ाने की जरूरत है।

मराठवाड़ा जो कि महाराष्ट्र का पिछड़ा हुआ भाग है उसमें मैं देखता हूं कि गाड़ियां बहुत कम हैं। जितना रास्ता उसने आकुपाई किया है उसमें इतनी भीड़ होती है कि लोगों को दो दो दिन स्टेशन पर बैठना पड़ता है। इसलिए मेरी प्रार्थना है कि शोलापुर और औरंगाबाद का रास्ता होने से भी कुछ सहूलियत होगी। इसलिए मेरी प्रार्थना है कि इस ओर ध्यान दिया जाए।

दूसरी बात यह कहनी है कि पूना बंगलौर का छोटा गेज है। मैंने सुना कि वहां ब्राड गेज करने के लिए एस्टीमेट और सर्वे हुआ था। छोटा गेज होने से लोगों को बड़ी तकलीफ होती है। पूना स्टेशन पर सामान (गुड्स) को उतार कर दूसरी गाड़ी में डालना पड़ता है। इसलिए यहां ब्राडगेज होने की अत्यन्त जरूरत है।

दूसरी बात यह है कि तीसरी पंचवर्षीय योजना में पनवेल दीवा रेलवे के लिए कुछ प्राविजन है। इसके लिए मेरी एक प्रार्थना है कि कोयना योजना से जो बिजली आती है उसके द्वारा यहां इलेक्ट्रिक लाइन कर दें तो फिर बार बार डबल खर्चा करने की जरूरत नहीं रहेगी।

जब हम बम्बई से दिल्ली आते हैं तो हम देखते है कि बहुत से स्टेशन नए बने हुए हैं। लेकिन मराठवाड़ा में जो पहले के छोटे छोटे स्टेशन हैं वही वैसे के वैसे हैं। मैंने नांदेड़ स्टेशन पर देखा कि

स्टेशन इतना छोटा है कि वहां लोगों को बाहर जाने में आधा घंटा लग जाता है । उस स्टेशन को बढ़ाने की जरूरत है ।

वैगन्स के बारे में बहुत से माननीय सदस्यों ने कहा है। अभी १५ दिन की बात है कि लातूर में जो कि मराठवाड़ा का व्यापार उद्यम सेंटर है और जहां व्यापार बहुत चलता है, ३०० वैगन का माल पड़ा है । यह माल गुड़ है जो कि महाराष्ट्र में ज्यादा बनता है। यह ज्यादा दिन रखने से खराब हो जाता है पहले एक दो भाइयों ने कहा कि रेल की योजनाएं देहात के लिए भी होनी चाहिए क्योंकि देहात में हमको ज्यादा डेवेलपमेंट करना है । लातूर का सेंटर ऐसा है कि जहां पर औरंगाबाद, बीड़, परभणी, नांदेड़ और उसमानाबाद का माल यहां से रवान हो सकता है । यह हैदराबाद का पिछड़ा हुआ भाग है। रेल न होने से यहां का माल लातूर लाने में कठिनाई होती है । यहां पर अधिकतर खेती की पैदावार होती है । इसको रेल की कमी की वजह से लाने में कठिनाई होती है और माल पड़ा रहता है और खराब होता है । इसलिए मैंने जो दो चार बातें आपके सामने रखी हैं उन पर विचार किया जाए यही मेरी प्रार्थना है ।

दूसरे एक दो और छोटी छोटी बातें हैं । वे देखने में इतनी छोटी हैं कि उन पर कोई ध्यान नहीं देता । लेकिन अगर इनको ठीक कर दिया जाए तो लोगों को जो दिक्कत होती है वह नहीं होगी ।

एक बात तो यह है कि पिछले स्टेशन से जो गाड़ी आती है उसके बारे में यह सूचना पहले दी जानी चाहिए कि अगले स्टेशन पर इंजिन से पहले दर्जे का डिब्बा कितनी दूर होगा, दूसरे दर्जे का कितनी दूर होगा और तीसरे दर्जे की कितनी दूर होगा जिससे कि मुसाफिरों को खड़े होने में सहूलियत हो । यह सूचना पीछे के स्टेशन का स्टेशन मास्टर अगले स्टेशन के स्टेशन मास्टर को आसानी से दे सकता है । अगर ऐसा हो जाए तो इंजिन जहां पानी लेता है उस जगह से आगे मुसाफिर अपनी सुविधा अनुसार खड़े हो सकते हैं । ऐसा करने में कोई खर्च नहीं है लेकिन इससे मुसाफिरों को बड़ी सुविधा होगी । ऐसी सूचना न होने से कभी कभी यह होता है कि अगर कोई मिनिस्टर आने वाला है तो लोग एक जगह एकत्र हो जाते हैं लेकिन उनका डब्बा आगे या पीछे जाकर रुकता है । स्टेशन मास्टर को भी इसका पहले से पता नहीं होता, परिणाम यह होता है कि जब मिनिस्टर का डब्बा दूसरी जगह जाता है तो दौड़ धूप मच जाती है । और लोगों को बड़ी कठिनाई होती है । मैं ने कई जगह पर सजेशन बुक्स में यह बात लिखी है लेकिन इस बारे में अभी तक कुछ नहीं हुआ । इसमें कोई खर्च की बात नहीं है, थोड़ा अफसरों को सतर्क रहने की जरूरत है ।

दूसरी बात यह है कि जब पैसिंजर उतर कर बाहर जाते हैं तो रास्ता छोटा होने से उनको बड़ा कष्ट होता है । छोटे स्टेशनों पर तो यह समस्या इतनी नहीं है लेकिन पूना और बम्बई जैसे बड़े स्टेशनों पर बड़ी कठिनाई होती है क्योंकि वहां भीड़ बहुत ज्यादा होती है । टिकट चैकर खड़ा रहता है वह कुछ नहीं करता । भीड़ में औरतें और बच्चे गिर जाते हैं । इसका प्रबन्ध करना चाहिए । इसमें खर्च की कोई बात नहीं है ।

रेलवे प्रशासन को इस के वास्ते क्यू लगाने की व्यवस्था करनी चाहिए । उसके लिए एक लकड़ी का डंडा लगा कर लोगों को लाइन में खड़े करवा कर बाहर निकालने की व्यवस्था की जाय । जैसे की बोरीबंदर स्टेशन पर जब यात्री उतरते हैं और उतर कर बाहर जब वे टेक्सी के लिय आते हैं तो क्यू बनाया जाता है । लकड़ी का डंडा लगा है और लोग लाइन से नम्बरवार स्टेशन के बाहर जाते हैं । मैं चाहता हूं कि हर एक रेलवे स्टेशन पर इस तरह का क्यू बनाने की व्यवस्था रेलवे

[श्री तुलसीदास जाधव]

प्रशासन को करनी चाहिए । अब इस को करने के लिए न तो आदमी बढ़ाने की जरूरत है और न ही खर्चा बढाने की बात है ।

डैकन क्वीन और दूसरी गाडियों से जब यात्री लोग उतरते हैं तो इस लाइन की व्यवस्था के अभाव में लोगों को काफी कठिनाई का सामना करना पड़ता है । औरतों बच्चों को धक्का वगैराह लग जाता है इसलिए हर एक का क्यू लगवाने का प्रबन्ध रेलवे प्रशासन को करना चाहिए ।

दूसरा सुझाव मेरा यह है कि यदि गाड़ी ९ बजे छूटनी है तो उसको एक घंटा पहले कभी अर्थात् ८ बजे प्लेटफार्म पर लगा जाना चाहिए कभी कभी वह प्लेटफार्म पर केवल १५ मिन्ट पहले आती है और मुसाफिरों द्वारा धक्का मुक्की और रेलपेल होती है और फलस्वरूप लोगों लोगों को चोटें आदि लगती हैं, सामान इत्यादि गिरफ्तार है और विशेष रूप से औरतों और बच्चों का तो बुरा हाल हो जाता है । उससे देख कर हमारे दिल में एक दर्द होता है और साथ ही शर्म भी लगती कि आज जबकि हम आजाद है और खुद अपनी हुकुमत है तब हमारे यात्रियों की यह दुर्दशा होती है । अंग्रेजों के राज्य के अन्दर इतनी भीड़ होना और लोगों को परेशानी होना कोई असाधारण बात नहीं थी लेकिन आज के दिन वह जरूर यह असाधारण है । अब इसमें सुधार लाने के लिए न पैसा चाहिए और न कोई आदमी बढ़ाने की जरूरत है अलबत्ता रेलवे के अफसरान में पबलिक के लिए हमदर्दी और रहम की भावना होनी जरूरी है ।

मेरी विनती है कि जो बातें मैंने निवेदन कीं उन पर अमल किया जाय । मैं सदन का और अधिक समय न लेते हुए उपाध्यक्ष महोदय आपका आभारी हूं कि आपने विचार प्रकट करने का अवसर दिया । मैं केवल इतना ही कहना चाहता हूं कि मैं ने जो छोटे छोटे सुझाव दिये हैं उनको मिनिस्टर साहब और रेलवे के अफसरान अमल में लायेंगे ।

Shri Narasimha Reddy (Rajampet): Mr. Deputy-Speaker, Sir, I can only look at this Railway Budget from a layman's point of view, from the point of view of a rustic residing in the villages, not from the point of view of a technical expert. I thought that after the recent elections when the ruling party had to fight hard to come back to the saddle again, for some time at least they would resist the temptation of further taxation. But I seem to have been wrong in my calculations.

Sir, taxation, whether direct or indirect, has got its limits and when it goes beyond the limits the law of diminishing returns begins to operate. This can be seen from the fact that in 1940-41 the railways carried sixty crores of passengers and it increased to 130 crores by the year 1950-51. That is it increased by 111 per cent. But after 1950-51 when the railway fares were increased, up to 1958-59 there was an increase of only 11 per cent. Thus you see that the increase in railway fares has been responsible for the law of diminishing returns to operate.

Now, Sir, the increase of rates on fares has caused great hardship to the poor and the middle classes. There is absolutely no doubt about it. All the commodities on which the poor classes depend, that is, food grains, fertilisers, agricultural implements, iron and steel,—all these are necessary for the poor—have gone up in price. They have to pay higher prices on the one side for their essential commodities and on the other if they want to travel they have to pay higher fares. Thus the poor are affected both ways. If they want to travel they have to pay higher fares; if they want to eat they have to pay more. Is

this the socialistic pattern of society envisaged by the Government?

Government have been encouraging everbody to travel, to see the cities of India, the sceneries of Kashmir, the glories of Himalayas and the architectural beauties of the country; at the same time they suffocate them and strangle their capacity to travel. I think it is a wrong step to take. Government must see that proper facilities are given for people to travel, not stifle them in this manner. In some countries people are given a free pass once a year to travel to any place they like. If the Railway Administration is prepared to do that kind of thing in this country, there may not be much valid objection to the increase of fares.

Now, Sir, there is another danger in increasing the freight rates and passenger fare. There will be a boom in bus and lorry traffic, so much so that the income of the railways will suffer. Then the Railway Minister would look for succour towards the Finance Minister and would like him to increase the levy on diesel oils so that even the bus fares and lorry freights might be increased. That is a great danger. The poor are faced with this prospect; on the one hand the railways and on the other the buses, both suffocating them from travelling or living properly.

Hon. Members who preceded me have emphasised that so far as amenities of third class passengers are concerned, they have been almost as bad as they were about fifteen or twenty years back. They said there has been a lot of over-crowding. There is no doubt about overcrowding. Passengers are packed like sardines in third class compartments, people standing on foot-boards and people travelling on the roofs of carriages, sometimes resulting in great disasters. We have come across these instances and the only remedy seems to be to make it compulsory for the Railway Minister and for every Central Minister to travel for long distances in third class compartments at least once a month. This seems to be the only course. That should be extended to district heads as well so that from time to time they might be thinking of ways and means of improving the amenities of third class passengers. We are asked now to pay these increased fares to meet the dearness allowance of the railway employees. From the Report on Accidents on the Railways it is observed that the Government itself have come forward with a statement that most of the accidents in 1960-61 were due to the utter disregard of the railway staff to the rudimentary rules of the Railway Administration while performing their duties. It is a damaging statement to make. Either the departmental officials are too luxury-loving or ineffective or unable to create the necessary drive in the lower staff, or the staff is of such poor quality as cannot be mended. If it is a lack of knowledge of the elementary rules of Railway Administration, it is one thing. But the Government comes forward with a statement that it is due to utter disregard of the Railway rules. "Utter disregard" means deliberate, wanton neglect. When such is the case I wonder why such instances are not being controlled.

Now, we are not against increasing dearness allowance to the employees or to certain classes of employees, wherever it is justified and wherever they deserve it. But the public would like a corresponding response from the railway staff. We would like a greater awareness, a greater sense of responsibility and a greater sense of caution and devotion to duty on their part which could result in decreasing the accidents.

It is said that in 1960-61, the number of accidents increased. That is, earlier it was less and it increased later. It would have been understandable if in the earlier years the accidents were more and in the later years they were less—showng improvement. But unfortunately the position is the reverse.

[Shri Narasimha Reddy]

Ever since the dawn of Independence there has been great extravagance in the administration, we are sorry to say. There has been an increase in the number of posts to meet the exigencies, either real or imaginary. It is high time that the whole thing was looked into by a proper body, and I entirely agree with the suggestion made by my hon. friend Shri Frank Anthony that a high-powered commission should be appointed to look into these matters and see whether some austerity and economy in the Railway Administration could not be effected. And I suggest that there should be a high-powered commission with a foreign expert in it, preferably from Japan where the railway administration is supposed to be working satisfactorily and in the best manner possible.

Shri Subodh Hansda (Jhargram): Sir, while welcoming the Railway Budget I would like to say something about the enhancement of the third-class fares. As you know, Sir, at the present moment the cost of living index is very high. In the third class many poor people travel from place to place in search of employment. Even the present rate of third-class fares it is practically impossible for the lower-income group people to pay, and if the present rate of fares is enhanced these poor people will be very hard it. So my contention is that the present rate of third-class fares should not be increased.

And one more thing, and that is about the season-ticket holders. In Calcutta and in all the big cities the season-ticket holders, or most of them, are low-paid employees and students residing outside those big cities. I agree that there has been no change since 1948 and they are enjoying the season ticket facilities. But I oppose this enhancement by 5 per cent. particularly so far as the season-ticket holders are concerned. As you know, at the present moment there is acute shortage of accommodation in the big cities. So, if this enhancement is made, then these lower-paid employees and students who come from outside to the big cities either for service or for education would be very hard hit.

As you know, electrification work is going on in the Kharagpur-Howrah section. Many shop-keepers on the road side have been given notice to remove their shops from those areas. I know there is enough space on the side of the railway line. If the shop-keepers are given a small portion of this land they can be easily rehabilitated in that area.

Much has been said about overcrowding. I know that the Railway are doing a lot for removing overcrowding. Many steps have been introduced by them for this purpose. But I am surprised to see that on the South-Eastern Railway, particularly in the Kharagpur-Tatanagar section, this overcrowding, instead of decreasing, is increasing. There is no suitable train, particularly day train, for travelling from Kharagpur to Howrah or *vice versa*. There is only one passenger train; that also passes through all the stations during the night time. There is only one Express train which stops at a few stations only. The fare by these Express trains is much more than that by the passenger trains. So, many passengers are deprived of travelling by this Express train. I can give one suggestion by adopting which this overcrowding can be removed. There is one train, No. 321, the Nagpur-Tatanagar passenger. That train terminates at Tatanagar. It arrives at Tatanagar at 11-30 a.m. and leaves Tatanagar at about 5:35 p.m. The distance between Tatanagar and Kharagpur is 134 kilometeres. And there is enough time in-between by which the train can easily be extended up to Kharagpur. If that train is so extended I believe overcrowding in the Kharagpur-Tatanagar section can be easily avoided. This is one suggestion I would like to make, and I hope the hon. Minister will accept my

suggestion. Many technical points will come in to the effect that there is no line capacity and so on. But I would request the hon. Minister, without going into all those technicalities, to extend at least that train from Tatanagar to Kharagpur. Then the problem could easily be solved.

Now I would like to say something about the Vigilance Department. It was in view of the recommendations of the Anti-Corruption Committee in 1957 that this Department has been set up. From the report I find that laudable work has been done to remove corruption. But this Vigilan Department is not a permanent department, it is only a temporary department. The officers who are serving in this Department have been deputed from various Railways as Inspectors, Sub-Inspectors under the Railway Board. They could do much better work if this Department is made a permanent one on the lines of the Special Police Establishment under the Ministry of Home Affairs. I know there are many officers who have done very good work. But, their service has not been recognised by the Ministry. They have not been given promotions or anything else. In the present set up, all these officers, who are deputed from the various Zonal Railways, serve for two or three years and then they are asked to join their parent department. Under these conditions, it is very difficult for these officers to serve efficiently in this vigiliance department. I would request the hon. Minister to draw up a special policy so that this department could be made a permanent one.

15 hrs.

At the same time, I would state that those who are at the helm of affairs in this vigilance department are all retired persons. I would request the hon. Minister not to put retired persons at the helm of such an administration. There should be a man like the D.I.G. of Police. I hope my suggestion will be accepted.

Now, I would like to say something about the staff. As you know, the running staff do not get a fair deal. In the matter of promotion, I find that many of them are not given proper justice and I find that many Junior staff supersede senior staff. I do not know how it happens. But, this is breaking the morale of the checking staff. There are so many irregularities in the matter of promotion. I would request the hon. Minister to make an enquiry into this. There is discontent among the staff that they are not given proper justice and they do not function efficiently as one would expect. I have got a number of instances. I will cite one example of the checking staff. In the South-Eastern Railway, one Mr. J. K. Bhakshi was oppointed as a ticket collector at Kurdah....

The Minister of Railways (Shri Swaran Singh): I think individual cases should not be referred to.

Mr. Deputy-Speaker: Please do not refer to any individual cases.

Shri Subodh Hansda: Such things are happening. I would request the hon. Minister to look into these things very carefully so that the morale of the staff is not broken.

Shri Warior (Trichur): Without mentioning names, instances can be given.

Mr. Deputy-Speaker: Yes.

Shri Subodh Hansda: As you are aware, there are certain constitutional guarantees in service for the Scheduled Castes and the Scheduled Tribes. Twelve and a half per cent. of the posts are reserved for the Scheduled Castes and the Scheduled Tribes. If you go through the lists in all the Railways, you will find that there is a big gap, a big short-fall. Every time, we hear from the hon. Minister that suitable persons are not available for these vacancies. I can agree that suitable persons may not be available for Class I and Class II services. They may be in small numbers. But, for

[Shri Subodh Hansda]

Class III and Class IV, I could not understand how they are unsuitable. This very word 'unsuitable' is detrimental. That word should be scrapped from the dictionary. Otherwise no suitable candidate would come up to fill up all these posts. I have got a number of lists with me. We find that the Railway Ministry is issuing circulars to the different Zonal Railways to fill up the short-fall. But, instead of the short-fall being filled up, we see that the short-fall is gradually increasing. Therefore, I suggest that, if we are to find suitable persons, a special selection Board should be set up for the selection of Scheduled Caste and Scheduled Tribes candidates to fill up the reserved vacancies. Not only is this happening during recruitment; this is also happening during promotion. There are so many qualified candidates who have served for a number of years. They are not called for selection or for anything else. I would request the hon. Minister to look into all these things. I would go farther than that. I would request him to make an enquiry to find out how such irregularities are happening. I hope these few suggestions will be accepted by the hon. Minister.

Mr. Deputy-Speaker: Shri S. M. Banerjee: not here. Shri Abdul Ghani.

Shri Abdul Ghani (Jammu and Kashmir): Sir, I rise to speak on the Railway Budget presented a few days back. But, I am in an embarrassing position in supporting the Budget, because I do not find my State in the Railway map of India.

Some Hon. Members: Oppose it.

Shri Abdul Ghani: This has been our repeated demand that the Jammu and Kashmir State should be connected by railway. Before 1947, we had railway extension from Sialkot up to Jammu. Now, for the last 15 years, our repeated demand has been that the railway extension should be taken up to at least Jammu. I do not ask immediate extension up to Riasi, Kalakot, Chinani and Udhampur, where they have got large deposits of coal which could be exploited and which would bring wealth not only to our State but to the whole country. It has not been possible all these days to extend the railway up to Jammu. When we see that the other States, not only the States, but all big towns and cities are connected by railway, we are at a loss to understand why the State of Jammu and Kashmir is not connected and is not found in the Railway map of India. It is not only for the passengers, it is not only for the tourists that I would demand the immediate construction of railway. The Central Government has been pleased enough to have mineral surveys in that area and it has come to the conclusion on preliminary survey that there are large deposits of coal, iron ore and gypsom and other minerals. Not only these heavy minerals, but also sapphire and gold could be exploited. But, due to lack of means of communication, heavy industries could not be established there. That State has been neglected because of its topographical and geographical position, with high mountains and deep ravines. Unless we connect these areas by rail, they cannot be opened up to the rest of the country. I must thank my countrymen who have been regularly visiting that area particularly and other tourist places. But, I would remind them of their difficulties, that they do not get train lift at least up to Jammu. When, before 1947, it was possible for us to have trains up to Jammu, I am not in a position to understand why it is not now extended to that place. This is not only for the tourist traffic; this is not only for industrial purposes; this is not only for the purpose of the big mines. I would request this House and the Minister particularly to see our position with reference to defence. When a part of the country is still under the occupation of Pakistan and a part of

the country is being occupied by China and we hear in this House day to day that the Chinese are advancing and having new outposts, I would request the hon. Minister to look into the matter and speed up the matter. Unless these things are taken up immediately, we are bound to suffer and our economy which is a very backward economy, is bound to suffer for lack of these means of communications. I may tell the House that the State Government, with the aid of the Central Government, have made a number of roads. You will be surprised to hear that even some of the tehsil headquarters in our States were not connected by roads even up till two or three years ago. It is only after 1953 that positive steps were taken to connect our tehsil headquarters, particularly Basolib and Kistwar, and you must have heard about Kargil and Leh. These roads have been improved and newly constructed. But there is another road in addition to the main road from Pathankot to Jammu and to Srinagar. There is another road from Chamba in Himachal Pradesh which can be taken up by the Central Government as one of the inter-State roads, to connect the Jammu and Kashmir State with Himachal Pradesh, and that will serve as our second line of defence or our second line of communications.

It is no argument that the Kashmir issue has not been solved. Some people may think that the question is being raised in the Security Council or in any other forum. These forums may do anything, but I may tell this House that we the Kashmiris have decided our fate once and for all.

Just as this House has been supporting us in all our measures right from 1947, it is expected, and we are sure, that our other demands will also be looked into. I know that the Northern Railway has been doing well. If we compare the figures from 1953 onwards, we find an increase of crores of people who are moving and travelling on these railways. The Northern Railway has been covering six States of the country. Particularly, from Pathankot to Delhi, if the figures are checked up, we shall see that a lot of people are travelling from Kashmir to other places, and a lot of people from other parts of India also come towards Srinagar and other places of tourist interest. If these figures are compared, I am sure the Railway Minister will look into the matter and have special provision made for the immediate extension of the railway to Jammu.

In this connection, I would like to point out that according to the preliminary survey conducted in 1961-62, there is an expected tonnage of about 37,000 tons from the Kalakot area. It is a 35-mile belt, and it has got good quality coal. If the railway line is extended to Kalakot, Chinani and Udhampur, I would submit that it will bring us enormous wealth. This would help us to overcome our coal deficiencies, and it will also remove the backward economy of the State.

We have been receiving Central grants all these years, but if these mines are exploited, and if the railway line is extended to that State, I am sure that we from that State can contribute our funds and our income to the Centre. Therefore, I would humbly request the Railway Minister to look into this matter. Firstly, this will help the tourist industry. The main industry there, namely the tourist industry should not suffer for want of railway line. At present, it is suffering, because we have got no railways. It is a question of about 68 miles or 110 kilometres from Pathankot to Jammu. I know that some preliminary surveys have been made, and some construction work also has started rom Pathankot. But there are two or three big rivers on the way, and therefore, the difficulty may be one of bridges, but when one stands determined to do something, I expect that these will appear as nothing. When we have fought very courageously the Pakistani aggressors, and when we are going to fight the Chinese aggressors, what are these bridges for us? We can fight those

[Shri Abdul Ghani]

ravines, and we can fight those rivers, when we can fight even the biggest enemy, whoever it may be, who comes to interfere in our country.

So, I would be highly obliged, if the hon. Minister looks into this matter and does something, because this is our primary need. We feel that we are being discriminated if we do not get our proper share in the railway expenditure, for, we also contribute to these funds; we also travel in the trains, not only businessmen, not only service men but even our labourers are travelling; you will find in every big town some Kashmiri labourer or other working. So, a good number of people come from that State, and they also contribute to the revenues of the railways. So, we also must get our share for that State. Apart from this question of having a share in the railway expenditure, it is also a question of the development of the country as a whole. When all the States, and all the big towns, and all the big cities are connected, it seems somewhat awkward, and it seems somewhat unreasonable if this State is not connected, because it is a very important State, and if the railway line is constructed there, it will not only remove the backwardness of that State, but it will be helpful from the defence point of view also.

Therefore, I would humbly submit that this question should be taken up, and I hope that Jammu and Kashmir will soon find a place in the railway map of India.

श्री का० रा० गुप्त (अलवर): माननीय उपाध्यक्ष महोदय, रेलवे बजट के साथ जितनी पत्र पत्रिकायें हैं उन को हमें कई दृष्टियों से देखना है, उपभोक्ता की दृष्टि से, उद्योग की दृष्टि से, योजना के समन्वय की दृष्टि से, रेल कर्मचारियों की सुविधा की दृष्टि से और जनता के हित की दृष्टि से किन्तु जब हम उस के भीतर घुस कर देखते हैं तो मालूम होता है कि उस में इन में से कोई भी दृष्टि नहीं रखी गई है पूरे तरीके से । यही नहीं बल्कि कुछ बातें तो ऐसी हुई हैं जो उन के सर्वथा विपरीत जाती हैं । उदाहरण के तौर पर थर्ड क्लास के यात्रियों के बारे में, सब जानते हैं, हम आजादी से पहले यह पुकार किया करते थे कि कोई भी उन की सुख सुविधाओं को नहीं देखता है और बराबर उन के ऊपर किराया बढ़ाते चले जाते हैं । हम यह सोचते थे कि आजादी के बाद यह सब कष्ट दूर होंगे और उन के बारे में जो एक तरह का लापरवाही का तरीका चल रहा है वह नहीं रहेगा । लेकिन आज देखा जाता है कि इस नाम पर कि घाटा पूर्ति कहां से हो, उन के ऊपर १० फी सदी टैक्स बढ़ाया जाता है और उन से १० करोड़ रु० लिया जाता है । मगर साथ ही साथ उन के साथ बर्ताव कैसा होता है इस को शायद वे लोग न जानते होंगे जो केवल फर्स्ट क्लास में चलते हैं या वायुयानों में चलते हैं । हम जैसे लोगों को जो थर्ड में भी चलते हैं, सेकेन्ड में भी चलते हैं और फर्स्ट में भी चलते हैं और सब तरह के लोगों से मिलते हैं, उन में से हर एक को उनके बारे में अच्छी तरह से मालूम है ।

अभी परसों रात के वक्त मैं जान बूझ कर एक ऐसी ट्रेन से गया जो कि पैसेन्जर है और यहां से रिवाड़ी को जाती है क्योंकि मुझे देखना था कि किस तरह से लोग उस में चलते हैं । यह हालत थी कि लोगों को टिकट तो मिल गये और लोग बाहर लटकने की कोशिश में लगे रहे लेकिन गाड़ी चल दी । उन के बाल बच्चे रह गये और उन को उतरना पड़ा । स्टेशन के ऊपर प्यास लगी होती है लेकिन पानी वाला कहीं नजर नहीं आता है । इस के अलावा अगर कोई टी० टी० ई० आ जाता है है और कोई आदमी ऐसा होता है जो भूल से थर्ड क्लास के बजाय सेकेन्ड क्लास के डब्बे पर चढ़ गया, तो उस से पैनेलटी उसी वक्त चार्ज करने की कोशिश रहती है । यह स्थिति

है कि जवाबदारी तो रेलवे की है और भोगते हैं उपभोक्ता लोग जो गरीब समझते नहीं कि वे किस लिये ऐसा दंड भोग रहे हैं। यह चीज हमारी समझमें नहीं आरही है कि जब हम मैंड एकानमी के आधार पर चल रहे हैं तो यह गड़बड़ क्यों हो रही है और कब तक यह चलेगी। बजट पेपर्स में इस का जिक्र नहीं मिलेगा। कभी कभी हमारे मिनिस्टर महोदय कहते हैं अखबारों में और ब्यानों में या इस सदन में कि यह चीज कुछ और दिन चलेगी। हम सब्र करते अगर टैक्स बढ़ा कर सुख सुविधाओं को बढ़ाने की बात कहते और सोचते कि ठीक है इस को बढ़ाने दिया जाय, मगर यह डबल मार उन लोगों पर नहीं पड़नी चाहिये। उन के ऊपर टैक्स भी बढ़ाया जाय और साथ साथ उन को सुविधाओं से भी वंचित रक्खा जाय। आखिर ऐसी कौन सी योजना होती है जिस में साधन उपलब्ध न हों तो टैक्स तो लगा दिये जायें लेकिन लोगों को सुविधायें न मिलें। इस से ही काम चलता तो भी कोई बात नहीं थी। एकानमी के नाम पर, मितव्ययिता के नाम पर ऐसे ऐसे काम किये जाते हैं जो कि अचरज में डालने वाले होते हैं। मैं समझता हूं कि शायद हमारे मंत्री महोदय को यह पता नहीं होगा कि आज कल रेलवे के अफसरों ने जो नये तरीके अख्त्यार किये हैं, उन से देहात के किसानों को कितना कष्ट होता है। एकानमी के नाम पर, मितव्ययिता के नाम पर जो छोटे छोटे स्टेशन होते हैं उन के आउटर सिगनल्स के गेट पर जो गेट मैन होते हैं उन को हटा दिया गया बहुत सी जगहों पर और उन जगहों पर जो प्वाइंट्स मैन होते हैं उन को चाभी दे दी गई है कि अगर कभी कोई आदमी आये तो जा कर गेट खोल दे। वे यह भूल जाते हैं कि हजारों और लाखों आदमी जो उधर से जाते हैं उन के ऊंट, बैल, गाड़ियां और ट्रक भी जाते हैं और उन का कितना समय बरबाद होता है प्वाइंट्स मैन के पास जाने में और गेट खुलवाने में। अब अगर वह लोग इतने समझदार हों और इतने संगठित हों तो जल्दी वह आप के कानों तक अपनी बात पहुंचा सकते हैं। अगर मजदूरों जैसा उनका संगठन हो तो अपनी आवाज वह आप तक बखूबी पहुंचा दें लेकिन उन का कोई संगठन नहीं है उन की कोई आवाज नहीं है। शायद हमारे रेलवे अफसरान यह समझते हैं कि यह चलना चाहिए। अंग्रेजों के राज्य में यह नहीं चलता था लेकिन अब जरूर चलना चाहिए। अब किस आधार पर चलना चाहिए और क्यों चलना चाहिए यह समझ में आने वाली बात नहीं है। इस तरह के एकोनामिक मेजर्स लिये जाते हैं।

इस के अलावा जहां तक रेलों की रफ्तार का सवाल है मीटरगेज सिस्टम में काफी बुरी हालत है। वही दकियानूसी तरीका आज तक चलता आ रहा है। मिसाल के तौर पर श्रीमान्, मैं आप को बतलाऊं कि मंदसौर से इंदौर तक १२६ मील का टुकड़ा है जिसके लिए रेल से सफर करने में साढ़े ६ घंटे लगते हैं। इस देश में जहां कि योजनाएं चल रही हैं वहां रेल के जरिए इस प्रकार की समय की बर्बादी कुछ मेल नहीं पाती है। इस तरह से कैसे काम चलेगा।

जहां तक के यातायात के समन्वय का सवाल है सड़कों के साथ और जहाजरानी के साथ उसका क्या सम्बन्ध है इसका कभी कोई जिक्र बजट पेपर्स में नहीं आता है। बिना इस की जानकारी के यह सदन् कैसे समझेगा कि अमुक डिमांड इन की सही है या गलत है।

अब कुछ दिनों से यह चर्चा चल रही है कि कोयला कैसे ढोया जाय। जहाजों द्वारा कोयला भेजे जाने की बात की जाती है लेकिन जहाजों के द्वारा कितना कोयला पहुंचेगा और कितना नहीं पहुंचेगा इस का कोई जिक्र नहीं है। हम प्लांड एकोनामी की बात करते हैं लेकिन रेलों और जहाजरानी का और रोड्स ट्रान्सपोर्ट का आपस में समन्वय न होने से हम किसी नतीजे पर नहीं पहुंच सकते हैं। इन में आपस में समन्वय होना जरूरी है। इस लिये यह मांग उचित ही है कि एक हाई पावर कमिशन

[श्री का० रा० गुप्ते]

कर्ब या इकैलुइेशन कमिशन जो कि इस मामलों को देखे भाले। जो आंकड़े दिखाये गये हैं उनके बारे में देखा जा सकेगा कि वह वास्तविकता की कसौटी पर कहां तक टिक सकते हैं। जो सब्ज बाग हमें दिखाये जाते हैं वह दरअसल कहां तक फिट सकते हैं।

इस के आगे चल कर फैले हुए करप्शन अथवा भ्रष्टाचार की बात आती है। अब यह भ्रष्टाचार या आम लोगों की भाषा में दस्तूरी कह सकते हैं वह हमारे अन्दर घुसी हुई है। भ्रष्टाचार के बारे में आचार्य कृपलानी की अध्यक्षता में एक समिति बनी थी और उसने इस बारे में शायद अपनी कोई रिपोर्ट भी दी थी। अब उस का क्या बना कुछ पता नहीं लगता है।

यह बिलकुल ठीक है कि रेलों में केवल टिकट चैकर ही नहीं बल्कि पुलिस के सिपाही भी जिनका कि काम लोगों के जान माल की हिफाजत करना होता है वह भी डबलू० टी० लोगों को रेल में ले जाते हैं। इसके ऐवज में उन की जेब गर्म हो जाती है। टिकट चैकर्स के साथ साथ वह भी इस नाजायज तौर से पैसा कमाने के धंधे में लग जाते हैं। विजिलैंस स्टाफ के आदमी जो हिम्मत वाले और तगड़े होते हैं वही उन का मुकाबला कर सकते हैं। वे एक दूसरे से बदला निकालने के भय के कारण उनका मुकाबला भी नहीं करते हैं भ्रष्टाचार की दृष्टि से देखिये थर्ड क्लास की ऐमीनेटीज की दृष्टि से देखिये या रेलों की रफ्तार की दृष्टि से देखिये, यह प्रगति कहां दिखाई देती है? कहीं भी कोई बल्लेखनीय प्रगति आपको देखने को नहीं मिलेगी। हमसे कहा जाता है कि ब्रौडगेज लाइने आगे डाली जायेगी नैरोगेज और मीटरगेज नहीं रह जायेगीं। उनको जब यह बतलाया जाता है कि ब्रौडगेज लाइन छोटे से टुकड़े पर डालने से लाखों आदमियों का फायदा होगा तब भी इसकाम को प्राथमिकता नहीं दी जाती है। मिसाल के तौर पर श्रीमन् मैं आपको बतलाऊं कि अलवर से भरतपुर ७० मील है। उस के लिये करीब ४ वर्ष हुए जब एक प्रीलिमिनरी सर्वे के लिए कुछ एपायेन्टमेंट हुआ था लेकिन उसके बाद उस दिशा में कुछ प्रगति नहीं हुई। उस दिशा में कुछ नहीं किया गया। कलकत्ता साइड सीधी वहां से सम्बन्धित है और अगर वहां पर बड़ी लाइन हो जाय तो अच्छा रहेगा। वहां पर भारी मात्रा में सरसों पैदा होती है। पांच बड़ी मिलें हैं जो कि बंद पड़ी हुई हैं और करीब १५०० या २००० आदमी उनके आज बेकार हैं। बड़ी लाइन होने से हमारे व्यापारी लोगों को काफी सहूलियत हो सकेगी। अब यह देखने में छोटी छोटी चीजें नजर आती हैं लेकिन अगर इनको प्राथमिकता नहीं दी जाती है और थर्ड प्लान में भी इनको प्रायरटी नहीं मिलती है तो आखिर कब इनको प्राथमिकता दी जायेगी?

जहां तक नैरोगेज की बात है एक मिसाल आप के सामने मौजूद है। जब से ज्वालामुखी में गैस निकली है तब से किसी कारण से सन् १९६० से आज तक राजस्थान की वेस्टर्न रेलवे से माल लदान के लिये वह लाइन कतई बंद है। साल्ट के लिए या सीमेंट के लिये कभी कभी खुल जाती है और किसी चीज के लिये नहीं खुल सकती है। यह कहा जाता है कि सरकारी समान ज्यादा है। पहाड़ के आदमी को एक तो जरूरी समान नहीं पहुंचता है और दूसरे काफी मंहगाई का समान उस को करना पड़ता है। इस तरह से उस बेचारे पर डबल मार पड़ती है। हम सब जानते हैं कि पहाड़ में लोगों के पास रोजगार नहीं है और वह रोजगार करने इधर मैदानों में आते हैं। सामान ले जायें तो वह महंगा मिले। इस तरह की दुहरी मार उन पर रही है। न तो उस नैरोगेज को ब्रौडगेज बनाया और न ही उस के डिब्बे बढ़ाये। ऐसा क्यों चले, ५-७ वर्ष चल जायें फिर यह कैसी एकोनामिक प्लानिंग है यह समझ में आने वाली बात नहीं है।

इस के अतिरिक्त मैं यह निवेदन करूं कि यह सारा चपला क्यों है ? सारा चपला इसलिए है कि इस प्लानिंग को सारे देश की प्लानिंग से इस ढंग से जोड़ा जाता है जैसे कि कागजों में बैठ कर जोड़ते हैं। अमल में क्या होना चाहिए और क्या नहीं होना चाहिए इसके बारे में कुछ नहीं कहा जाता है।

बड़े बड़े रेलवे के अफसरान ३००० और ४००० पाते हैं। रेलवे बोर्ड के बजट में १६ या १८ लाख रुपये की मद कागजों में इस तरह सेहेर फेर कर के दिखलाई जाती है जो कि वास्तविकता को छिपाती है। मिसाल के तौर पर मैं आप को बतलाऊं कि आप के यहां दिखलाया गया है कि १७ या १८ करोड़ रुपया फर्स्ट क्लास के किराये से आयेगा लेकिन अगर उसकी जांच की जाय कि फर्स्ट क्लास में कौन लोग ट्रैवल करते हैं तो आपको पता लगेगा कि व्यापारी वर्ग अब ज्यादातर हवाई जहाज से जाता है। फर्स्ट क्लास में ज्यादातर सरकारी अफसर ही सफर करते हैं। जब सरकारी अफसरान को भत्ता मिलता है तो होता यह है कि एक तरह से एक डिपार्टमेंट का रुपया दूसरे के वही खाते में ट्रान्सफर हो जाता है। असल आमदनी रेलवेज को थर्ड क्लास से होती है और हालत यह है कि थर्ड क्लास के यात्रियों की कोई पर्वाह नहीं की जाती है। आवश्यकता इस बात की है कि रेलवे मंत्रालय थर्ड क्लास की तरफ ध्यान दे। वह देखे कि थर्ड क्लास में कहां भीड़ हो रही है और किस कारण से हो रही है और उसके अनुसार उसमें सुधार करे। रेलवे मंत्रालय देखे कि तीसरे दर्जे में यह भीड़ बारातों की वजह से हो रही है या पिलग्रिमिज के कारण हो रही है ? अब बारातें और तीर्थ यात्रा कोई खास महीने तो होती नहीं है। अगर मीटर-गेज लम्बी दूरी के लिए रहना है तो उसको कैसे रोका जाय ? क्या उसकी ब्रोड की तरफ कन्वर्ट कर दिया जाय या १००-२०० मील के टुकड़े में शटल ट्रेंस चलाई जायें या क्या किया जाय। इस लिए प्लानिंग का जो तरीका बना हुआ है वह सारा डिफैक्टिव है। इस लिए मैं मंत्री महोदय से अपील करूंगा कि वे इस बजट में से थर्ड क्लास का किराया बढ़ाने की बात खत्म कर दें। दस करोड़ रुपया लोन आइटम में से लिजिये। फिर एक बड़ा कमिशन बिठाइये और वह सारी चीजों की जांच करे और उसके बाद इस नतीजे पर पहुंचे कि अगले १०-१५ वर्ष के लिए किस तरह से यह सारा प्लान हो जिससे कि उपभोक्ता भी संतुष्ट रहे और रेलवेज की उचित आमदनी भी हो।

फूड प्राबलम का भी सवाल हमारे सामने हो। गल्ले की पैदावार हमारी बढ़ती है लेकिन उसके बढ़ने के बाद देश में विभिन्न स्थानों पर जसी जहां की आवश्यकता है, गल्ला पहुंचाये जाने की समस्या अभी भी बाकी रहती है और समन्वय के द्वारा ही वैगंस् आदि की व्यवस्था कर के हम इसको हल कर सकते हैं।

आज कोयले की लदाई की समस्या है। कहा जाता है कि स्टील प्लांट्स के लिए ५० प्रतिशत वैगंस् काम में आते हैं और बाकी ५० परसैंट अन्य चीजों के वास्ते काम आते हैं लेकिन उस बाकी मे भी कोयले का एक बहुत बड़ा आइटम है। यह ठीक है कि यह सब चीजें सदन में नहीं रक्खी जा सकती हैं लेकिन टैक्सेशन का जो ढांचा बनाया है वह यह जाहिर करता है कि जो एक समन्वय होना चाहिए वह इसमें नहीं पाया जाता है। अब होता यह है कि एक डिपार्टमेंट मे एक नोट लिख कर भेज दिया दूसरे ने तीसरे डिपार्टमेंट को लिख कर भेज दिया और फिर रेलवे बोर्ड ने वह नोट आपके सामने रख दिया और आपने उसको संसद में रख दिया। इस तरह के बेमेल जोड़ तोड़ से कभी भी हमें लाभ नहीं हो सकता है। अब हम प्लांड एकोनामी में विश्वास रखते हैं तो उसकी जड़ों को हमें देखना चाहिए।

[श्री का० रा० गुप्त]

शिपिंग, रेल, रोड, ट्रान्सपोर्ट और हवाई जहाज यह चारों यातायात अपनी अपनी जगह उपयुक्त हैं : इस लिए आपको यह देखना होगा कि कहां प्रेशर को घटाना है और कहां प्रेशर को बढ़ाना है । इन से जब तक आपका समन्वय नहीं होगा और जब तक आप गरीबों को राहत देने की बात नहीं सोचेंगे तब तक यह पलान चलने वाला नहीं है । इस लिए तीसरे दर्जे का किराया किसी भी तरह से बढ़ाना उचित नहीं है । अलबत्ता फर्स्ट क्लास के किराये को और भी बढ़ाया जा सकता है इसमें कोई शक नहीं है ।

जहां तक माल का भाड़ा बढ़ाने का सवाल है वह उन सब चीजों पर बढ़ाया जा सकता है जो कि लक्जरी गुडस हैं या उन चीजों पर बढ़ाया जा सकता है जो कि छोटे फासले के लिए बुक की जाती है । लेकिन यह तभी हो सकता है जब दिल में भावना हो और दर्द हो । अगर मशीन की तरह से ही सारा काम चलेगा, मशीन की तरह से ही बजट बनेंगे और मशीन की तरह से ही हम बजट पास करेंगे तो देश को नुकसान ही होने वाला है और उससे एक ऐसी भंयकर स्थिति पैदा हो सकती है जिसकी कि हम कल्पना भी नहीं कर सकते हैं । इस लिए मैं यह निवेदन करुंगा कि इस बजट को हमें बिलकुल दूसरी दृष्टि से देखना चाहिए आंकड़ों की दृष्टि से नहीं बल्कि मानवीय दृष्टि से देखना चाहिये कि उस मे हमारे देश का हित कैसे होगा । यदि हम उस दृष्टि से इस को देखेंगे तो इस नतीजे पर पहुंचेंगे कि जो टैक्सेशन पालिसी इस में अख्तियार की गई है वह बहुत गलत है । उस की बुनयाद गलत है और उस को बिल्कुल बदल देना चाहिये ।

Shrimati Sarojini Bindurao (Dharwar North): I welcome the hon. Railway Minister along with the Budget that he has placed before the House.

It is beyond doubt, and it is admitted on all hands, that the railways play a very important part in the life of the nation. Among the means of transport and communications, this is one of the biggest, and unless the country is covered with a network of railways, it will not be possible to promote inter-State trade and commerce in the country. In a way, no doubt, we must be obliged to the Britishers, in this respect if not in any other, that they ventured to introduce the railways and construct them in India in spite of the non-co-operation, to a certain extent, of the Indian people at that time. The railways have served the purpose of achieving our goal, the object proclaimed by the Constitution. Our goal is to secure to all the citizens of India justice, political, social and economic, liberty of thought, expression and worship, equality of status and opportunity, maintaining the dignity of the individual and assuring the integrity of the nation. The railways should go a long way in achieving this object.

15.32 hrs.

[MR. SPEAKER *in the Chair*]

When the previous Railway Minister placed his Budget before the House, here was a surplus of Rs. 13·16 crores, but within a period of three months or so we find a deficit, and the hon. Minister has put it before the House in a very ingenious way. The way he has put it is this, that Shri Jagjivan Ram had drawn attention to the fact that there had been no increases in passenger fares in recent years and that increases in freight rates had also not kept pace with the increase in the cost of transport. I do not know whether the Oxford Dictionary will be able to give me the precise meaning of the word "recent". It is said that in recent years there has been no enhancement in freight charges or passenger fares. Taking into consideration the condition of the people of India, the word "recent" has to be interpreted in a rather strict

way, and so I say the increase is going to hit hard the poor passengers.

I may not readily extend my sympathy to the first class passenger, because only the fortunate few born with a silver spoon in their mouth do travel by the first class. I do not wish to say that people who travel by first class always do so for the luxury of it. Many of them are pressed for time and have to attend to important work immediately they get down at the station. Such people also travel by first class. Some suffering from ill-health may also travel by first class. But taking into consideration the majority of the people travelling by third class. I think this increase in fares is a blow to them. We find that the cost of living has increased, and this will be an additional burden on them.

Some years back I remember reading in the railway platforms, slogans such as this: "Do not travel unless it is quite necessary", "Reduce your luggage and make travel a pleasure". These suggestions are good, we welcome them, but surely nobody would like to travel unless it is necessary; particularly, the third class is in no way so very attractive as to invite people to travel unnecessarily. So, instead of saying that the amenities and facilities extended to the first class passengers are more, I would say that in our socialistic pattern of society, rather than thinking of distributing poverty amongst all, let us try to bring the poor people to the higher level and try to distribute the richness of our country amongst all the people. I would like to interpret the socialistic pattern of society in this way, not by saying: "let us distribute our poverty amongst them all and call it a socialist pattern of society or social equality.

This enhancement has been made according to procedure established by law. I say this because a number of committees like the Railway Freights Structure Enquiry Committee, the Railway Convention Committee, etc., had been appointed and they have laboured hard to make these proposals and recommendations, and it is only in accordance with the procedure established by law, it is only in accordance with the reports and recommendations of those committees that the fares have been increased. With all due respect to these committees and the labour that they have put in, I would like to say that taking into consideration the earning capacity of our people, the unemployment problem in our country and the illiterate people with whom we have to deal, we shall have to see that the poorer people who form the backbone of the country are not unduly taxed.

After all, the required money may be collected by a number of means. The hon. Minister himself was kind enough to indicate to us some of them in the beginning. A surplus of Rs. 13·16 crores was to be raised by a loan of Rs. 9.88 crores in order to meet the expenditure during 1962-63 that was to be incurred and charged to the Development Fund. That was the suggestion made. But taking a loan is not always a laudable thing. There are other ways also, not necessarily taxing the poor people. Other resources may be tapped and the expenditure met.

I would like to invite the hon. Minister's attention to the network of our railways. Prior to independence, we were putting the blame on the shoulders of the foreigners, but now the expectations of the people have risen high and the responsibilities of the Government also ought to rise high in order to meet those expectations. People expect better facilities and amenities, better than those they

[Shrimati Sarojini Bindurao]

enjoyed during the pre-independence period. I come from the southern part and I would like to draw the attention of the hon. Minister to one of the lines in Mysore State, namely the Alnavar-Dandeli line. This has been mentioned in the Railway Budget also. This was constructed in 1918 and covers a distance of only 19.12 miles. This was under the Bombay Government previously. The line is worked by a Central Government agency, *i.e.*, the Southern Railway. Until reorganisation, the cost of running this line was met by the Bombay Government, and since then by the Mysore Government. The total capital outlay including suspense on this was:

1923-24	..	Rs. 8,87,000
1954-55	..	Rs. 8,91,000

The gross earnings on this line were:

1923-24	..	Rs. 31,000
1954-55	..	Rs. 1,19,000

We see that the net earnings on this line have increased a lot, but the railway line is as it was laid in 1918; there have been no improvements at all, and you will be surprised to know that the coaches that are used on this line are rickety. The engines are also centuries old I believe, and for covering 20 miles the time required is not less than two hours.

The Alnavar-Dandeli line is very important. It was constructed with a view to carrying timber from the forests to the other parts. Even now, on account of the increasing importance of Dandeli and increased industrialisation, especially on account of the paper mill and a number of other mills coming up there, the line has achieved greater importance. In spite of the fact that it gives a lot of forest produce and Government are taking the greatest advantage of that, we find that communications are not satisfactory enough.

The section is covered by only two mixed trains with all third class bogies. If this line is improved and better facilities are provided, I can assure the hon. Minister that the income might also rise proportionately.

We have got the Integral Coach Factory at Perambur. I do not know why a similar factory could not be established in Mysore State for Metre gauge coaches. Hubli has got a workshop. It is a long-standing workshop. It has to its credit long experience; but it is utilised only for repair work and for producing certain minor parts. Taking into consideration the raw material available—timber that is available within a short radius of 10 to 20 miles—it would be very advantageous to expand this workshop and open a section for the manufacture of metre gauge coaches. It will provide employment to thousands of people at the same time.

In certain parts of South India you will find that we are required to use calendars instead of clocks. Trains running are so regularly irregular that people have to wait for days and not for hours. If an example is required, take the short distance from Hubli to Bijapur. It is a distance of 220 miles and the time required is 14 hours. Nobody is sure as to when the train would arrive. The reason for this slow running of trains is given as scarcity of water and inadequacy of coal. We cannot go on giving these excuses. We shall have to see that the trains run at speed and heavy locomotives are made use of. Bridges would have to be constructed. That is a tourist sector. Bijapur and other centres are there known for their architecture. There are a number of tourist centres. It will be an advantage both to the passengers and also to the Government if this section is improved.

In addition to this I may say that a number of facilities also are necessary to be given to the passengers, mainly, to the third class passengers. The spreading of a network of railways in different parts of the country would

promote inter-State trade and would also bring all the States together. There would be emotional integration, especially after the reorganisation of the States. We shall be in a better position to create better understanding amongst all the people of the different States of the country.

Therefore, I would say that I welcome the Railway Budget, of course, with reduced fares and reduced freight charges. In our independent India we would like to see many more facilities are given to the passengers who travel third class in order to gain their sympathy. Many hon. Members said that when we faced the electorate before the elections they put before us a number of problems, a number of their difficulties. Certainly, it is the time for them to put their difficulties before us. With all due respect to the House—I may say that it is the crystallised wisdom of the country at large—it is this august body which is the proper body to channelise and ventilate the grievances of the people of the country. I hope that due attention would be paid to these grievances which are ventilated by hon. Members in this House; and that freight charges and also fares would be reduced.

Shri Sham Lal Saraf (Jammu and Kashmir): Mr. Speaker, Sir, I had submitted to the Deputy-Speaker that he would kindly permit me also to speak today on the subject. He told me that there was already a colleague from my State and that he wanted only one person from a State. I do not know whether you would also follow the same procedure. My submission is that there should be no restriction put like that. Therefore, I seek your permission to speak.

Mr. Speaker: There may not be that restriction. But on a particular day when one Member from a State has spoken, then another Member should not insist that on the same day he should also be called, though he may be accommodated the next day.

Shri Sham Lal Saraf: If you kindly do that so far as tomorrow is concerned. I will be thankful.

Mr. Speaker: Shri Joachim Alva.

Shri Joachim Alva (Kanara): Now, Sir, my patience seems to have been well rewarded, though I had no lunch and I had stuck to my seat. Not only today but in the . . .

Mr. Speaker: I am sure the hon. Member would keep the balance because he wrote to me that his head was reeling.

Shri Joachim Alva: Yes, Sir, that is the only way of getting your sympathies on my side. I am indeed grateful that you gave me a chance.

Mr. Speaker: I would not be misled in future.

Shri Joachim Alva: I do suffer from many a handicap but I find that I suffered a greater handicap at the hands of the hon. young lady who preceded me and who represents my neighbouring district of Dharwar. You know the story of a man who tried to swim and took off his clothes when somebody came in and took away his swimming clothes I am in that position. My clothes as a swimmer have been taken away by this young lady. She has dived into my constituency as a good neighbour and demanded a railway line from Alnavar to Dandeli and made my task less onerous than it should have been. I am indeed grateful to the eloquent lady who has made a very good maiden speech that she should have spoken about the railway line from Alnavar to Dandeli, a speech which impressed the hon. Minister and I do hope he will go into the matter of income and expenditure. The income is enormous. Nothing seems to have been done since 1918 and no Member of the railway Board has ever paid

[Shri Joachim Alva.]

visit to that place in spite of all the luxuries that he can command.

I shall come to the point. We welcome the appointment of the hon. Minister on this railway assignment. We are indeed glad that he has come into this portfolio after his tenure first in theWorks, Housing and Supply Ministry and later on in the mighty arsenal of steel production. Now, he has come to this Ministry. I had not had the pleasure of knowing him personally, in 1952, when he stood up and answered questions, I sent a chit to the hon. Minister congratulating him on the clarity, sincerity and the impression he created on the House by answering questions. And, I do hope he will carry the same in this Ministry. We are handling the largest system of railways in the world and I do hope he will feel happy in this trankless task and that he will keep the trains moving and that we will have more railway lines especially in my constituency of Karwar which is not yet on the railway map of India.

To me the hon. Minister will mean nothing if there is no railway in my constituency. I must say with all sincerity that my voters have worried me every time. They have generously re-elected me. They may say, 'if you are incapable of getting a railway line, get out and we shall put a member who will get the railway'. Therefore, I am in this predicament . . .

Mr. Speaker: I must remind the hon. Member that I would not permit him to withdraw his appreciation which he has just made about the Minister.

Shri Joachim Alva: What I mean to say is that the hon. Minister would have the kindness to pay a visit to my constituency and it would be doubly welcome. His predecessor Shri Lal Bahadur Shastri was good enough to pay a visit. I believe every Railway Minister has discretionary grant—to grant about 50 miles or so. So, I take this opportunity to say that the hon. Minister will pay us a visit and will grant that 50 miles of discreitionary grant to Karwar. But what I am concerned is about the Ministry. The members of the Railway Board, not one of them had set foot in my constituency. Karwar has got bauxitte, managanese, iron, are canut, co-conut, cashewnut and fish. Karwar supplies any amount of fish to Bombay; without that Bombay will be without any fish. From the mineral point of view and also from the point of view of natural advantages an electric Power, Karwar is unrivalled in India. It was one of the most beautiful natural harbours of the world about which Tagore wrote in his autobiography. The world's second largest waterfall is there; that is the prime thing for electric power. Yet we have not got any railway. The Planning Commission's member incharge of transport says: you have no railways. When we come to the Railway Ministry, they say it has not got a port. It goes on like this perennially. Again my constituency has got the largest and the thickest forests of the land. It is so in Assam, Nepal and Karwar. We can supply cobra serum for medical purposes which no other part of the country can do (*Interruptions.*) Cobras can be dangerous but they also can supply you medicine for quick cure of dangerous diseases like paralysis; I suppose the hon. Member here knows it.

Mr. Speaker: The hon. Member must continue to address the Chair.

Shri Joachim Alva: Yes, Sir. When I am interrupted I have to get along. My hon. friend Shri Saraf was a Minister in the Kashmir Cabinet. I said on the last occasion that Kashmir needs a railway; its interests are strategic; it is even more important than Karwar. We shall even yield our claims in favour of Kashmir. Kashmir has also got untold wealth which is not tapped. We will be happy if Kashmir gets a railway earlier.

Karwar possesses the most powerful lighthouse in the east.

The parliamentary papers of India Office in April 1859 say:

> "Karwar is the only port possessing one of the highest and most powerful lighthouses in the world situated right opposite to Aden and serving as one of the most valuable navigation aids in the Arabian Sea. It is also the most seaward lighthouse in India."

Again the surveys of the Government of India Committee and Madras Railways in 1872 and 1861 respectively say:

> "Karwar railway would be one of the easiest and cheapest ghat railways in India. It would not need a single tunnel. The steepest gradient would be 1 in 50 and trains could be hauled by a single powerful engine."

Karwar is also the nearest port to reach from the west coast areas which produce many things which I referred to earlier. This was referred to by other Members as well. The lines, namely, Hubli-Karwar *via* Sirsi, Talgoppa-Sirsi; Haliyal-Dandeli Karwar and Alnawar-Haliyal-Karwar will satisfy the most important needs of our area. Dandeli is growing into one of the most important industrial centres of India. It has the largest plant in paper production, largest ferromanganese factory of South India and one of the largest plywood factories in India and an enormous income is made by the trains running there. The hon. lady Member mentioned about it; these trains not moving properly and they are going at a snail's pace. It is time the Railway Board looked into this matter. I hope the hon. Minister will consider our claims first by paying a visit himself to my constituency and then by asking the Railway Board members to visit that place which has untold wealth; it is one of the richest parts of India.

The de-luxe trains are the pride of our land and it is in these trains that a third class passenger can enjoy air-conditioned travel. We never had it in the old days. But many more things have to be done. Some hon. Members on the opposite said that passengers had to wait two or three hours to get into the dining saloon; often they have to wait till 4 O'clock and they even do not have a lunch because the carriage is very small. It is time that another carriage is put in so that the passengers are not put to inconvenience about their food. Our Frontier Mail from Bombay to Delhi is perhaps the best train in India. Of course many things have to be done but we shall not complain or find ault with small things.

Catering must be put right as quickly as possible. If the men cannot handle it let us hand it over to our women. Some of them have undergone courses in catering in Europe and yet they are without a job or they are offered a job on Rs. 300 or so. All the knowledge that they acquired in Europe is going waste. Let us leave it to the women who can still handle it with honesty and efficiency. It is time that there should be no complaints about catering and about the food. The Army officers and the Defence Forces have complained that they have to pay quite a good sum for their meals but yet the meals they get are not good. Whatever the class in which one travels. Whetrer it is third class or first class or second class, catering arrangement must be good. In the Scindia ships plying between Bombay, Karwar and Cochin they get vegetarian meals for only one rupee; the food is cooked by cooks coming from my town, Udipi. Udipi cooks are well-known. They are able to give, for one rupee, a first class meal on the steamer, a very wholesome meal with all the ingredients, I do not know why the Railways who charge Rs 3.50 or more are not able to supply good food on their dining cars.

[Shri Joachim Alva.]

It is a sore point if we speak of security in the Railways. We are neglecting it altogether at our own peril. The day our telegraphic system breaks, we are at stage of break-up of our Government. Again the day our railways are in peril, that will be a great danger to our country. We should neither under-estimate nor over-estimate these two factors. Every time I travel to Bombay I say: please give me a six-berth compartment. In a six-berth compartment, you may have two crooks or two dacoits while the others would be gentlemen who would guard you against danger I can take care of myself. But what about the women and children? Only last week we read a most distressing episode. Two young ladies, graduates I knew one of them, the daughter of a Bombay Minister; I shall not mention the name here—were thrown out. The matter has been in the hands of the C. I. D. How can these two young ladies fall in the track? It can never be a case of suicide. This alarming thing happens in Bombay. If that happens in Bombay, what about the other places in Bengal, or the down South or in the North? It is time these things are stopped. There is a responsibility on every Member of this House and I have no doubt that the hon. Minister will do everything in his power to stop these things.

Why should the Railway Board be made a *pinjrapole* for retired officers? When any Inspector General of Police or Commissioner of Police retires he wants a Railway job. Let him go home. We have got young men who have been trained in Scotland Yard but who are not getting a chance. They should be put in charge of these security affairs.

16 hrs.

The traffic arrangements in Bombay, Calcutta and Delhi are not at all satisfactory. I had to struggle for three months to get a small taxi stand in the Bombay Victoria Terminus, though I am not an M.P. from Bombay. The police and the big taxiwalas do not readily come forward; they do not want to make their taxis available for ordinary passengers alighting from the trains. I want the railway police to take charge of all the big stations in the country where there are such difficulties for passengers getting a small taxi to go 10 or 20 miles.

Then, may God take care of the passengers. These are matters which must be handled carefully by the railwaymen. Take our big railway centres such as the Victoria Terminus, Bombay, or the junctions at Calcutta, Madras or Delhi. All these are mighty centres where lakhs of people go round every day in the month. We have to take charge of them. Pardon me for saying that the service is not efficient, is not up to the mark and is not quick. If our railwaymen are not able to handle the problems of these passengers at these mighty stations, what else can they do? The security of our women and children travelling in the railways is very paramount. We cannot allow even a single murder to take place inside the railways. Why not our police officers, and our young men, or even women, be put in charge? Why not our young men and women be trained for this work and put in charge for preventing such crimes? They are training dog squads. Why not they take charge and see that these things are not done?

Lastly, may I pay my tribute to the railways for the splendid work they did, in moving between 200 to 300 trains a day into Goa? They did a magnificent job, by moving about 30,000 troops into Goa. But for this quick and efficient work of the railways we might not have been able to send our troops to Goa and we might not have got Goa quickly in our hands. Let us not forget to pay the railways a tribute,—to all the railwaymen, from the highest to the lowest—

for the way in which they planned and executed the movement of so many trains to carry the troops into Goa and get Goa into our hands.

Mr. Speaker: The House stands adjourned and shall re-assemble at 5 O'clock to listen to the speech of the Finance Minister.

16.08 hrs.

The Lok Sabha then adjourned till Seventeen Hours.

The Lok Sabha reassembled at Seventeen hours.

[MR. SPEAKER *in the Chair*]

GENERAL BUDGET, 1962-63

Mr. Speaker: The Finance Minister.

The Minister of Finance (Shri Morarji Desai): Sir, a little over a month ago, I had presented in the last Session of the Second Lok Sabha the statement of the estimated receipts and expenditure of the Government of India for the year 1962-63 and obtained a vote on account. Today I rise to request this House to consider and approve these estimates, with a few small variations which I shall explain later, for the year as a whole.

2. When presenting the interim Budget I had reviewed the economic conditions in the year 1961-62. I had referred to the sizable increases in production, both industrial and agricultural, the restoration of a measure of stability in the price level, the favourable trends in external aid for the fulfilment of our plan as well as the seriousness of our foreign exchange situation. It is not my intention to cover the same ground again as there is relatively little that is new which I can add to what I said in my Budget Speech last month and to what has been stated more fully in the Economic Survey, both of which are being circulated with the budget papers today.

3. For more than a decade now, economic policy in the country has been geared to the implementation of successive Five-Year Plans of development. In retrospect, the First Five-Year Plan seems to have been a modest affair, but it laid the foundation of further effort. We launched on a bigger and bolder programme in our Second Plan with its emphasis on the development of basic and heavy industries. Though we faced many difficulties—particularly foreign exchange difficulties—in its implementation, there is no doubt that the Indian economy has emerged greatly strengthened by it. Indeed, the success of our efforts seems to have led to a world-wide recognition of the value of planning as an instrument for the uplift of the less-developed countries.

4. Our Third Plan, which was launched a year ago, aims at raising our national income in real terms by some 30 per cent over the five years. It also has to take us appreciably closer to the objective of a self-generating economy which can continue to develop at a satisfactory rate without external aid. The Plan envisages an outlay of Rs. 7500 crores in the public sector. This figure is about two-thirds higher than the corresponding one for the Second Plan. The total investment of Rs. 10,400 crores that we seek to achieve during the Third Plan equals the actual investment undertaken during the first two Plan periods put together. Even with this increase in the size of our Plan, we are unable to accommodate all the legitimate aspirations of our people for more schools and roads, for more power and drinking water, for more transport and employment opportunities. Many worthwhile and desirable projects, both public and private, cannot be taken up because we could not make provision for them in our Plan for lack of resources. It is, therefore, of the greatest importance that we should do everything possible to mobilise and harness the

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esources which will help us to reach he goals that we, as a nation, have et for ourselves.

5. The most critical shortage which we face and which operates as a major limiting factor in everything that we do is of external resources. The Economic Survey has dwelt at length on our difficult foreign exchange position during the first year of the Third Plan. Despite the availability of substantial external assistance and the assurance of aid to cover a large part of our project requirements, the ways and means position in regard to foreign exchange remains acutely difficult. Our foreign exchange reserves have declined to very low levels and the need for conserving foreign exchange by the strictest watch on imports and by limiting our demands within the resources in sight is greater than ever today. Beyond a point, however, economy in imports of essential requirements becomes self-defeating in that it inhibits domestic production, raises prices, and in consequence, leads to a fall in exports. Further, shortages in the key sectors cannot but weaken and slow down our plan.

6. The assistance which we receive from friendly countries and institutions is therefore of critical importance. At the same time, without belittling in any way the value of this assistance, we must recognise that ultimately it is only through increasing our exports that we can find the external resources for our development and for repaying the loans and credits which we receive. I shall later outline some of the fiscal measures which I propose to adopt to help our exports.

7. It is important to remember that increased exports and economy in imports which are necessary in view of our foreign exchange situation must mean a restraint in domestic consumption. A degree of control over domestic consumption is implicit in our effort to step up investment to substantially higher levels than we have achieved in the past. In the ultimate analysis, it is not money, but men and materials which pay for a Plan. The resources we need may be measured and expressed in terms of money, but they represent in reality the extent to which we can employ current production for increasing our productive capacity in the future rather than for meeting the needs of current consumption.

8. Thus, our effort to provide resources for the Plan, the exports to earn the foreign exchange and the saving to provide the investment, inevitably lead to a measure of restraint in current consumption. We can achieve it somewhat painlessly through voluntary savings. We can do it with a certain sense of social obligation through taxes. Or we can bring it about through an inflationary rise in prices which hurts the common man and benefits only the speculators and profiteers.

9. All savings strengthen our Plan, whether they are large or small, whether they are put in banks, or in insurance policies, or in Government securities, or in our Small Savings Schemes, or in Provident Funds. If the volume of savings is adequate, the task of ensuring that they are allocated between different sectors and fields of development according to the priorities in our Plan should not be too difficult. By controlling non-Plan investment, as well as through proper fiscal and other policies, we can channel the flow of savings into the public sector and the private sector, into industry and agriculture, into transport and power, into education and health, according to the poriorities and allocations in the Plan. The important thing, however, is to raise the level of savings in the country to an adequate level.

10. The banking system has an important role to play in this. A couple of years ago, there had been

signs of a lack of confidence, particularly in some of the smaller banks. I am happy to say that as a result of various measures which we have taken, including the scheme of deposit insurance which came into force at the beginning of this year, our banking system stands greatly strengthened. The Governor of the Reserve Bank, with whom I recently discussed the matter, mentioned with special satisfaction the fact that he smaller banks will, in his judgment, continue to play a useful and important role in our economy. The State Bank has been opening branches in semi-urban and rural areas. The Reserve Bank is making special efforts to facilitate the availability of credit at low rates of interest to agriculture.

11. Although considerable progress has been made in all these directions and bank deposits are steadily on the increase, the banking system does not find it too easy to meet all the demands for funds which are generated by our growing industries and rising levels of production. It seems to me desirable that industry in the private sector should exercise a greater measure of restraint in relying on bank finance. I say this not because I want to slow down the development of the private sector which is as much a part of our Plan as the public sector, but because private industry has available to it another source of finance which has, in the recent past, become exceedingly important. I refer to finance in the shape of equity capital. There was a time when it was difficult to get a new issue subscribed and only big commercial houses could afford to set up major enterprises. This situation is fast changing. The public at large, even people with modest incomes, are now investing in shares. This is a healthy sign which we must encourage. Government have, therefore been encouraging existing companies, which wish to branch into new lines of production, to start new companies. Further, in the floatation of new companies, there should be the maximum opportunity for public participation. It seems also desirable that new companies should aim at raising a larger proportion of the capital they need through equity shares, rather than by loans, as they did in the past. The pursuit of these policies will mean that the ownership of private industry will become more wide-based and the concentration of economic power will be reduced.

12. The banking system also provides finance to the public sector. Apart from the investments which it makes in Government securities public sector undertakings draw upon the banks to meet their requirements of working capital. Life insurance like banking is yet another source of finance for our development. The Life Insurance Corporation is a major investor in Government securities. It also contributes to the development in the private sector. It is making special efforts to popularise insurance in the rural areas through its Janata Scheme and is using Panchayats and Co-operative Societies in order to spread insurance in the villages.

13. In the effort to mobilise savings for the public sector, I attach the greatest importance to the Small Savings movement. During the Second Plan period, the net collections from small savings, including Prize Bonds, amounted to nearly Rs. 415 crores, which was roughly 9 per cent of the total outlay in thepublic sector in the Second Plan. The Third Plan target for net collections from small savings is Rs. 600 crores. We had, accordingly, budgeted last year for a net collection of Rs. 105 crores from small savings. But judging from the progress of collections during the year, the revised estimates presented last month came down to Rs. 95 crores and I would not rule out the possibility of actuals being even lower. Clearly, we shall have to redouble our efforts to make the Small Savings Scheme a success, particularly in the rural areas. I would invite the co-operation of every Member of this House in this great task.

14. The Government must, of course, for its part, do a great deal too. We

[Shri Morarji Desai.]

have to improve our selling arrangements as well as service to the small saver. We must devise new schemes to suit his needs. This is engaging my urgent attention at the moment. I can make one announcement straightaway. At present, contributions to Provident Fund and to life insurance policies are, within certain limits, eligible for a debate on income-tax. However, for those who are not salaried workers or wage-earners, there is no scheme of Provident Fund. The opportunity for life insurance is also subject to medical checks. To make available some kind of an arrangement analogous to a Provident Fund for people who are self-employed and not salaried workers, I propose to extend and modify the Cumulative Time Deposit Scheme run by the Post Offices. At present monthly deposits can be made under the scheme for a period of 5 or 10 years. We shall now introduce, in oddition, a 15-year account with a maximum monthly deposit limit of Rs. 300. The existing limit of a maximum monthly deposit in a 10-year account will also be raised from Rs. 100 to Rs. 200 per month. At the same time, the contributions made to the 10 and 15 years accounts will be allowed to earn a rebate of incometax as in the case of life insurance premia and contributions to recognised Provident Funds and subject to the same limits.

15. The Third Five-Year Plan lays considerable emphasis on realising adequate surpluses from public enterprises and envisages a contribution of Rs. 450 crores from this source in addition to the sum of Rs. 100 crores to be raised by the Railways. We must get an adequate return on the vast amount of capital we are investing in our railways, power plants, irrigation works, fertiliser plants, steel plants and the like. By making past investments pay for future investments, the rate of economic growth can be accelerated. This is the experience of all countries irrespective of whether they rely mainly on the public or the private sector for development. The private sector in India is already relying, to a considerable extent, on the ploughing back of the profits and savings in the corporate sector for its expansion. The public sector must do the same if it is to play an increasing role in the development of our economy. This means not only efficient and economical operation of public sector plants, but also a policy of charging a proper fee or price for the services and products supplied by the public sector. Betterment levies, water rates, electricity charges, railway freights and the like cannot be determined on the philosophy of 'no profit and no loss', but on the consideration that all these services and facilities need to be enlarged and their users must pay more for these things today in order that there may be plenty of them tomorrow and the day after. Our price policy must ensure that investment in key and basic industries earns a good enough return to make higher investment possible. Situations may, of course, arise in which a certain industry or a service needs to be subsidised. But even subsidies can only be given out of surpluses arising somewhere else. Whenever we accept the need for a subsidy at any one place, we should remember that it will call for bigger surpluses elsewhere.

16. I should now like to give an account of the budget estimates for 1962-63.

17. In the budget presented on 14th March, 1962, the revenue receipts were estimated at Rs. 1305·87 crores and expenditure at Rs. 1369·33 crores, leaving a deficit on revenue account of Rs. 63.46 crores. As a result of the changes that have since been made, the revenue deficit, on the basis of existing taxation, is now estimated to go down to Rs. 60·78 crores.

18. I should now like to explain briefly some of the important variations.

19. Apart from the changes which are really a regrouping of certain Demands for grants following the recent reorganisation of certain Ministries and which have been referred to in the Explanatory Memorandum, there are five items which account for an increase in the estimates of revenue expenditure. The largest of these is on account of the increase in dearness allowance. The last Pay Commission had recommended that whenever the working class consumer price index remained, on an average, 10 points above 115 for a period of 12 months, Government should review the question of increasing the dearness allowance. As this condition was satisfied during the period November 1960 to October 1961, it has been decided to increase the dearness allowance of employees drawing basic pay below Rs. 400 per month. The increase will range between Rs. 5 and Rs. 10 with suitable marginal adjustments and will be given with retrospective effect from 1st November 1961. As this decision was taken only a few days ago, it has not been possible to work out the additional requirements under each Demand. Accordingly, a lump provision of Rs. 7.38 crores has been included as a miscellaneous item in a single Demand which will be surrendered at the end of the year and the Ministries will be expected to go in for supplementary grants, to the extent necessary, during the course of the year.

20. I have already referred to the importance of increasing our export earnings The promotion of sales abroad is a costly business. Apart from the expenditure on staff which Government employ, both at home and abroad, for this purpose and the money which they spend on participation in fairs and exhibitions abroad, industry itself must spend a great deal more for this purpose, and be prepared occasionally to incur a loss. In deserving cases, it may be necessary for Government to provide financial assistance to industries when they are in no position to carry the whole burden of promotion themselves. It may also be necessary to make grants to organisations set up by Government or industry for promoting exports. I am, therefore, providing a sum of Rs. 1 crore for export promotion and development.

21. The Government of India have been examining for some time now the difficulties experienced by industries located at great distances from the coal fields—more particularly industries in the southern and western regions—in obtaining adequate supplies of coal. In addition to the measures already taken for stepping up the movement of coal by sea to these regions, we have now decided to make available additional import of furnace oil, to the extent possible, with our limited foreign exchange resources. To facilitate the use of furnace oil by industries located at some distance from the ports, we propose to make a reduction in the cost of transport of the furnace oil from the ports to the points of consumption. The arrangement briefly will be that in accepting consignments of furnace oil from various ports, the railways will recover from the consignor or the consignee, as the case may be, only half the freight charges which are leviable in accordance with the normal tariff rates in force at the time of booking, subject, however, to the net minimum charge in force at the time. The difference between the amount recovered from the consignor or the consignee and the ull freight applicable will be made good to the railways by a subsidy. A provision of Rs. 25 lakhs is being made for this purpose.

22. An additional provision of Rs. 99 lakhs has been made to accommodate the proposals approved after the earlier estimates were framed mainly for the purchase of stores and equipment required by the Survey of India.

23. Lastly, the estimates of Defence Services show an increase of Rs. 2·7 crores on account of the decision to revise the pay scale of Service Officers with retrospective effect from 1st April 1960.

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24. As against this increase in estimates of revenue expenditure, I propose to transfer Rs. 15 crores from the profits on coinage operations outstanding under suspense. Prior to 1956-57, the net profit on coins put into circulation representing the difference between their face value and the cost of their metallic content, was kept under a suspense head, the transfer to revenue being limited to the net expenditure in the year on the running of the Mints *plus* a stabilised credit of Rs. 45 lakhs. This arrangement was revised in consultation with the Comptroller and Auditor-General and with effect from 1956-57, the actual profits on coinage and loss on destruction of uncurrent coins are adjusted directly as revenue or expenditure. The amount outstanding under the suspense head was intended to be utlised as a deficit neutralisation reserve and accordingly, a sum of Rs. 10 crores was transferred to revenue in each of the year 1959-60 and 1960-61. The balance at credit under the suspens head at present is a little over Rs. 47 crores and I feel it would be reasonable to transfer Rs. 15 crores from the suspense head to revenue receipts. After taking this transfer into account, the revenue deficit will go down by Rs. 2·68 crores.

25. On Capital account, the estimates presented last month provided for an expenditure of Rs. 1188 crores for Capital expenditure, including loans to State Governments and other parties. The loan requirements of Hindustan Aircraft Limited have since reduced from Rs. 2.5 crores to Rs. 1 crore, but this saying will be offset by an increase of Rs. 1.5 crores in the Defence Capital Outlay. In addition, a sum of Rs. 95 lakhs is required for the purchase of bonds of the value of 2 million dollars to be floated by the United Nations Organisation. The original estimates had provided for a loan of Rs. 9.88 crores to the Railway Development Fund from the General Revenues which the Railways would not now be requiring. After taking into account the effect of the transfer of profits on coinage, the Capital budget will show a deterioration of Rs. 6.07 crores which will be counterbalanced to the extent of Rs. 2·68 crores by the improvement in the Revenue budget. In the net, the overall deficit will increase from Rs. 147 crores estimated last month to Rs. 150 crores.

26. I come now to my taxation proposals. Before I refer to them, may I repeat what I have stressed from time to time that taxation policy no longer serves the sole objective of raising resources for the exchequer. In a planned economy, it must also serve the wider objectives of augmenting savings, promoting exports, of bringing about a better balance between the supply and demand for individual commodities and indeed of social justice in distributing the rewards and sacrifices implicit in planned progress. Further, all these objectives have to be reconciled with an eye not only to the immediate future but also to the long-term perspective we have kept before ourselves. No less important a consideration is that the administration of the tax laws should cause the minimum of vexation both to the tax payer and to the tax collector and one thing that should not be taxed is people's patience.

Corporation and Income-taxes

27. I shall begin with the direct taxes. I propose to increase the rate of tax on Indian companies from 45 per cent to 50 per cent while the rate of tax on foreign companies will continue at 68 per cent generally. For this purpose, the rate of income-tax applicable to all companies is being raised from 20 per cent to 25 per cent, the rates of super-tax being suitably adjusted. This will mean that the State will now get half the profits of joint stock companies as against 45 per cent in the recent past. I, however, propose to exclude earnings from exports from this increase. This is necessary because profit margins on exports are relatively

low and we want to give every inducement to trade and industry to sell abroad.

28. It will be necessary, with the increase in the level of corporation tax, to make some reduction in inter-corporate taxation because when one company pays a dividend to another, the same profit is liable to corporation tax twice. In the case of Indian companies, the rate including super-tax applicable to dividends received from Indian subsidiary companies registered before 1-4-1961 will continue at 30 per cent, while that on dividends received from all other Indian companies will be reduced to 35 per cent. Indian companies in which the public are substantially interested and whose income does not exceed Rs. 25,000 will continue to get a further concession of 5 per cent. In the case of foreign companies which have not made the prescribed arrangements for the declaration and payment of dividends within India, the rate applicable to dividends received from Indian subsidiary companies registered before 1. 4. 1961 will continue at 30 per cent; on dividends received from a non-subsidiary Indian company registered before 1. 4. 1959, it will be reduced from 63 per cent to 50 per cent while on dividends received from other Indian companies, it will be reduced from 40 per cent to 35 per cent. As a result of these changes, corporation tax will yield an additional revenue of Rs. 10.25 crores.

29. I also propose to tighten the schedule of admissable entertainment expenses introduced last year. Though this will not bring any appreciable additional revenue, I expect it to restrain conspicious entertainment at company expense.

30. I have taken the opportunity of reviewing personal taxation of all kinds. I have come to the conclusion that while the richer sections of the community must pay more, there is room for some simplification and relief at particular points. Accordingly, it is proposed to revise the schedule of rates of income-tax and super-tax on individuals, Hindu undivided families and unregistered firms. The income-tax payers form a relatively well to do section of the society. In a population of 443 millions, they are under a million and thus are a microscopic group. It is only natural that they should bear a share of the tax burden in keeping with this privileged position. In this context, rates of income-taxes on corresponding incomes in different countries are often compared. This is, however, not meaningful as conditions differ widely. In any case, proper comparison can only be of the incidence of total tax burden on different groups with the same relative position in each society.

31. In the revised rate structure of income and super-tax the rate at the highest slab will be 72:5 per cent exclusive of the surcharges while the rate on incomes below Rs. 5000 will remain unchanged. The intermediate slabs have been suitably adjusted to secure an even increase in rate. Honourable members will recall that various studies have stressed the fact that at intermediate and lower levels of income, our tax rates are comparatively low but in view of the limited span of income spread, they rise steeply. While this is to an extent inevitable in our circumstances, the changes I have proposed will bring about an improvement over the present position.

32. I am conscious that income-tax weighs a little more heavily on salaried classes than on others. I, therefore, propose to reduce the surcharge on income-tax on salaries, which also include pensions, from 5 per cent to 2·5 per cent leaving other surcharges unchanged. The rate at the highest slab inclusive of surcharges will be 87 per cent. It is proposed to raise the exemption limit for Provident Fund contributions and insurance premia to Rs. 10,000. As I have mentioned earlier, it is also pro-

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posed to liberalise and widen Cumulative Time Deposit Scheme with the benefit of income-tax exemption which can be taken advantage of by self-employed and uninsurable persons. These measures will give some relief to individuals without reducing the resources available for development.

33. It is also proposed to revise the structure of rates of tax on registered firms by reducing the limit for exemption, revising the number of slabs and the rates of tax and having higher rates for firms with five or more partners.

34. All these measures taken together are expected to yield annual revenue of a little over Rs. 15 crores.

35. Capital gains are already taxable under our Income-tax Act. The incidence is, however, restricted in the case of non-company assessees to income-tax only, calculated in the prescribed manner. In an equitable system of taxation, capital gains realised during a short period and those not so realised require to be treated differently. It is necessary to secure broad equity in the treatment of different categories of tax payers. In a number of cases, it is not possible to establish certain incomes as arising out of business but they are nonetheless of a similar nature. Gains realised through purchase and sale of capital assets within a short period fall in this category. I have proposed that gains which result from disposal of capital assets within a period of one year from the date of acquisition shall be made subject to income-tax and super-tax like other ordinary incomes. Capital gains for assessees other than companies from assets held over a period longer than one year will be subject to income-tax at the rate of 25 per cent or at the rate applicable as if they were short term gains, whichever is less. Long term capital gains of companies will continue to be taxed at the rate of 30 per cent. This will yield a revenue of Rs. 50 lakhs, half of which is expected to be realised from companies.

Expenditure Tax

36. I propose to abolish the five year old Expenditure Tax with effect from the current year. When it was introduced in 1957, it was realised that it had no backing of historical experience. It was, however, hoped that the tax would be a potent instrument for restraining ostentatious expenditure and for promoting savings. While these are very desirable objectives, experience has shown that the existence of the Expenditure Tax has contributed little to them. The revenue from this source has remained conspicuously small. It has been argued that the incorporation of an Expenditure Tax in the tax structure would make the administration of income-tax a great deal more effective and would enable the rates of income-tax to be lowered suitably. Experience has not shown this to be the case. If the working of this tax had shown some promising results, it would have been worth while to continue and even extend it; but with the present experience, it is considered best not to continue a measure which, as a source of economic restraint, has been ineffective and as a source of revenue, unattractive. The basic objectives of the tax have to be achieved in other ways. This will mean a reduction in revenue of the order of Rs. 70 lakhs during 1962-63.

Wealth Tax

37. It is proposed to increase the Wealth Tax rates by :25 per cent and :5 per cent on the two highest slabs and to revise the slab structure a little. It is also proposed to discontinue the exemption on shares held in new companies during the first five years allowed at present under the Wealth Tax Act. This is expected to yield an additional revenue of Rs. 2 crores per annum.

38. The net effect of all the changes in direct taxes in a full year will be an increase of Rs. 27·2 crores in our revenue.

Union Excise Duties

39. Turning to indirect taxes, it is only natural that a major share should come from the Union Excise duties. I propose to revise the rates of excise duty on unmanufactured tobacco and cigarettes which would yield a revenue of Rs. 5·28 crores in a full year. While the general rates are being increased by only small amounts, it is proposed to re-classify tobacco granule (*rawa*) in keeping with its more general use and also to re-group cigarette price slabs.

40. I also propose to revise the general structure of duty on cotton cloth and yarn. The present rates of duty on yarn are 10 and 15 naye paise per kilogram. The incidence of this duty per metre of cloth is less on superfine cloth as compared to coarse cloth. This is not an equitable position. It is proposed to revise the yarn rates in such a way as to achieve a slight progression in the incidence of tax according to the quality of cloth, maintaining the present duty on coarse yarn at 10 naye paise. The differential of 10 naye paise per kilogram in favour of yarn issued in hanks will continue. It is also proposed to step up the duty on processing of cloth, keeping in view the improvement in quality and price of cloth as a result of processing. Operations like mercerising, shrink proofing and organdie processing substantially enhance the quality as compared to bleaching, dyeing and printing and should attract relatively higher rates of duty. With these two aspects in view and to secure that the common man has not to make anything more than a marginal adjustment in his cloth bill on coarse and medium cloth which he normally uses, it is proposed to reduce the duty on grey unbleached cotton fabrics. It is also proposed to place units with 50 or more powerlooms on the same footing as composite mills. Rates of compounded levy on powerloom units with looms from 5 to 49 are also proposed to be increased so as to graduate the increase in benefit with the reduction in size and to reduce the incentive for splitting of units. Units employing 4 looms or less will be exempt. As a result of these changes, the annual revenue from cotton cloth and yarn will increase by Rs. 12·1 crores.

41. It has been found by experience that match boxes of 50 sticks are being sold at 6 naye paise a box. As local taxes and conditions vary a little, the actual price to a retail dealer so works out that in several areas he cannot sell at 5 naye paise a box without incurring a loss, whereas at 6 naye paise a box he makes an excessive profit. In view of this, it is proposed to revise the duty fixed by notification so as to wipe out this unintended margin, the statutory rates remaining unchanged. This will yield a revenue of Rs. 1·99 crores per annum.

42. It is proposed to convert the duty on unprocessed woollen, rayon and art silk fabrics to a duty on yarn and processing, so as to release the powerlooms from excise control. The loss in revenue will be made good partly by an increase in duty on yarn and partly by a duty on processed fabrics. As a result of these changes, only a small number of units will need excise control in future. As a fair quantity of yarn is imported, these changes will result in a loss of Rs. 50 lakhs in the revenue from excise duty but there will be a net increase in revenue of Rs. 1·16 crores on account of increased countervailing duty on yarn.

43. The present definition of patent and proprietary medicines which followed the Drugs Act has been producing some anomalies. The Drugs Act definition while suitable for medical purposes excludes from the scope of patent and proprietary medicines quite a few preparations which are sold under proprietary names and marks and are priced accordingly. I have, therefore, proposed a more suitable definition. With this widening of the definition I propose to reduce the incidence of tax from 10 to 7·5 per cent by a notifica-

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tion and also to exempt totally certain highly essential drugs.

44. It is also proposed to alter the tariff item of asphalt and bitumen so as to include coal-tar, which is used for similar purposes. Coal-tar burnt in furnaces of plants producing it will be exempted by notification. It is also proposed to revise some of the exemptions which have either outlived their utility or have been found to be open to abuse. It is proposed to simplify the procedure for duty on copper and other alloys for convenience of smaller manufactures. It is also proposed to increase the duty on aluminium foil by Rs. 100 per tonne in order to discourage its internal consumption which creates a demand for the import of ingots. In order to encourage export of tea, it is proposed to increase the duty on loose tea by 5 to 10 naye paise per kilogram and to give a rebate of 15 naye paise per kilogram on its export.

45. These changes in the existing excise duties will give a revenue of Rs. 20·74 crores in a full year.

46. I also propose to levy excise duty on some new items. It is proposed to levy a duty on jute manufactures in order to restrict their internal consumption and to encourage their exports. This will yield a revenue of Rs. 3·12 crores. It is also proposed to levy an *ad valorem* duty of 5 to 7·5 per cent on certain iron and steel products but to exempt wastages arising in the manufacture of these products from raw iron or steel. Net revenue as a result of this will be Rs. 6 crores. It is proposed to levy a duty of 5 to 15 per cent on electric cables and wires which will yield a revenue of Rs. 2·1 crores. It is proposed to impose a duty on specific acids and gases which will together yield a revenue of Rs. 1·64 crores. Other items on which I propose to levy an excise duty are plywood at the rate of 10 to 15 per cent, asbestos cement products at the rate of 10 per cent, tread rubber and latex foam sponge at the rate of 20 per cent, gramophones, gramophone parts and accessories and gramophone records at rates varying from 15 to 30 per cent. These items will yield a revenue of Rs. 2·30 crores. In the mineral oil section I propose to add a levy at 5 per cent on mineral oils and mineral oil products not otherwise specified. On the present production this will bring in a revenue of Rs. 26 lakhs. The total revenue from the fresh levies will be Rs. 15·42 crores in a full year.

Customs Duties

47. The changes in the rates of excise duties and the imposition of fresh duties I have just described will yield a revenue of Rs. 7·25 crores on the Customs side from countervailing duties.

48. I propose to increase import duties on certain iron and steel items and on art silk yarn by 5 per cent. This will yield a revenue of Rs. 2·16 crores. The main items affected by the increase under iron and steel are structures, fittings for pipes and tubes, tin plates, steel ingots and manufactures not otherwise specified. In the case of tin plates, the increase will, however, be only 2 per cent. I also propose to impose an import duty of 25 per cent on stainless steel plates and sheets and rods and bars. This will yield a revenue of Rs. 80 lakhs. Copra is subject to an import duty of 40 per cent standard and 30 per cent preferential but by a notification they have been reduced to 15 per cent standard and 5 per cent preferential. It is proposed to increase the notified rates to 25 per cent and 15 per cent which will still be well within the ceilings. It is found that as compared to Indian copra, there is a substantial price advantage in imported copra. It is also proposed to increase the duty on certain types of tools, excluding machine tools and agricultural implements, from 35 per cent to 50 per cent. This is in line with certain increases made last year. These two items will yield a revenue of Rs. 1·80 crores in a full year. It is also proposed to rationalise duties on a few

items which will yield a small revenue of Rs. 7 lakhs only.

49. It is proposed to raise the rate of import duty on cars from 100 to 150 per cent. The specific duty of Rs. 6000 is, however, being done away with so as not to discourage import of small or used cars in genuine cases. Though there are no regular imports of cars, some cars continue to come into the country, on Customs clearance permits. As their number is small, their outside value is high and when they are sold, there are very large profits. The proposed increase in duty will reduce these profits and will make import of cars a little less attractive. The revenue from this will be about Rs. 25 lakhs.

50. Having spoken so far about increases, I now refer to a substantial reduction. I propose to reduce the export duty on tea from 44 naye paise to 25 naye paise per kilogram. This will mean a loss of revenue of Rs. 4·1 crores. Taken with the proposed refund of excise duty of 15 naye paise per kilogram, this should provide a substantial incentive for export of tea.

51. These proposals on indirect taxes side will bring in a revenue of Rs. 44·5 crores in a full year. During 1962-63, their effect will, however, be for 342 days that is to the extent of 93·7 per cent.

Net effect of the proposals

52. These changes in direct and indirect taxation taken together will bring in a revenue of Rs. 71·7 crores in a full year, of which Rs. 44·5 crores will be from indirect taxation and Rs. 27·2 crores from direct taxation. Both direct and indirect taxation thus play a part in these proposals. This question of the respective roles of direct and indirect taxation is being raised on a number of occasions. There seems to be a feeling in some quarters that whereas direct taxes are progressive indirect taxes are regressive in the sense that their incidence falls more heavily on the poor than on the rich. I am afraid this view that indirect taxes are regressive is not correct in our conditions. Whether indirect taxes hit the poor more than the rich or *vice versa* depends upon the kind of commodities that are subjected to indirect taxes and the rates at which they are taxed. No one would contend that excise duties on automobiles, refrigerators and air-conditioners, for example, hit the poor. Quite a number of items in our range of indirect taxes are such that they impinge more heavily on the upper middle and middle classes. We had this whole question analysed last year and our study shows that indirect taxes in India have been progressive in their incidence. That is to say, the higher the total expenditure of a family on an average, the higher the proportion of the total expenditure it pays in indirect taxes. Not only that, but the degree of progression also was shown to have increased as more and more articles not entering appreciably in common man' consumption were subjected to excise duty.

53. Hon'ble Members would also appreciate that in a country like India, the income-tax cannot be a mass tax. That would be administratively impossible and indeed irksome to the vast majority of the poorer people. At the same time, we have to tax at least to some extent even those who are not covered by income-tax, for it would be equally impossible to meet all our requirements for both plan and non-plan expenditures without mobilising a part of the incomes that accrue to the poorer sections of the community. Undoubtedly, the richer sections must carry an increasingly larger share of taxation and poorer sections must benefit progressively more through development. That is part of our concept of a socialist state.

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54. I am aware of the wide-spread desire in this House and outside that the imposition and enhancement of excise duties should not lead to a general increase in consumer prices. In some cases, duties are imposed as there is a large margin of profit and it is considered desirable to reduce that margin. In others, for example, as in the case of matches this year, the duty is meant to take away the unintended margins of middlemen. In these cases, there should be no increase in the price to the consumer. On the other hand in a case like tthat of patent and proprietary medicines, where it is proposed to reduce the duty, there should be a reduction in prices. In the case of cloth a part of the increase in the rates of duty on yarn and processed fabrics can as well be absorbed by the industry. The duty on coarse and lower medium fabrics has been particularly so adjusted that there should be no increase in the price of such cloth.

55. As regards the impact of these duties on exports, I should like to mention that it is proposed to give a consolidate refund of excise duties paid on the materials and intermediates used in the process of manufacture. There is, therefore, no reason why excise duties should impinge on export costs.

56. The taxation proposals outlined earlier would yield a total revenue of Rs. 68.88 crores during 1962-63. Of this, a sum of Rs. 60.80 crores will accrue to the Centre and the balance of Rs. 8.08 crores to the States as their share as a result of the recommendations of the Finance Commission accepted by Government. This share will go on increasing from year to year. The manner in which these gains to the States should be adjusted in keeping with the overall requirements of the Centre and the States for fulfilling their plans is under consideration. The Planning Commission intends to review shortly the financial position of the States during the current year in consultation with them.

Conclusion

57. As a result of the tax proposals I have placed before this House, there will be a net accretion of Rs. 60.80 crores to the Centre during 1962-63. This would completely wipe out the revenue deficit. The over-all deficit will consequently be reduced from Rs. 150 crores to Rs. 89 crores and will be met by the expansion of Treasury Bills.

58. I cannot say that I am happy with the gap which still remains. It is my hope that as in the past with increased incomes and production and with a tighter check on tax evasion our taxes will bring in more than we are able to foresee at present. In this context, I would emphasise that we can no longer go along with outmoded concept of taxation being limited to what is needed to cover the revenue component of the budget. In the context of the major development programmes on which the public sector is engaged and having regard to the possibilities and limitations of borrowing from the market it is essential that the revenue budget should provide a sizeable surplus to sustain a part of the capital budget. In fact during the Second Five-Year Plan we achieved a revenue surplus of the order of Rs. 220 crores without which the upward pull on the price level would have been far greater. In putting forward my tax proposals, therefore, I have paid greater heed to the over-all target of taxation for the Third Plan which as the House is aware is Rs. 1100 crores. The additional taxation levied at the Centre last year should yield a total of about Rs. 450 crores over the Five-Year

period. The taxes which I have proposed today will take us yet closer to our goal of raising adequate resources for our Plan. It is a matter of concern to me that progress in regard to additional taxation by the States has been slow and in 1961-62 the State Budgets provided for additional taxation with a five-year yield of about Rs. 100 crores only as against the target of Rs. 610 crores set in the Plan. I would earnestly request all State Governments to ensure that this short fall is made up with speed and vigour.

59. Higher levels of taxation no doubt impose a burden of sacrifice on our people. The point to remember is that there are only two alternatives to such taxation—inflation or stagnation. Without the requisite tax effort we would have to face either an upsurge of prices which would impose a much bigger and much less equitable burden on the Community or a prolongation of our poverty due to a slowing down of our development. It is against this background that I would ask the House to consider and support my budget proposals.

Summary of Final Estimates

(In lakhs of Rupees)

REVENUE

	Budget 1961-62	Revised 1961-62	Budget 1962-63
Customs	1,89,64	1,99,60	1,99,60 +7,80*
Union Excise Duties	4,32,63	4,70,95	4,92,28 +30,80*
Corporation Tax	1,41,00	1,60,00	1,68,00 +10,50*
Taxes on Income	52,21	48,73	58,30 +10,40*
Estate Duty	9	12	12
Taxes on Wealth	7,00	7,50	7,00 + 2,00*
Expenditure Tax	80	80	80 (—) 70*
Gift Tax	80	85	85
Other Heads	14,32	15,46	15,83
Debt Services	13,84	11,58	1,67,51
Administrative Services	97	1,11	6,11
Social and Developmental Services	44,70	45,55	35,29
Multipurpose River Schemes, etc.	—1	—1	36
Public Works, etc.	3,76	3,74	4,02
Transport & Communications	2,46	2,38	6,30
Currency & Mint	60,63	53,15	69,53
Miscellaneous	20,99	22,92	24,56
Contributions and Miscellaneous Adjustments	22,12	21,68	24,41
Extraordinary items	10,00	13,00	40,00
TOTAL REVENUE	10,17,95	10,79,11	13,20,87 +60,80*

*Effect of budget proposals.

EXPENDITURE

	Budget 1961-62	Revised 1961-62	Budget 1962-63
Collection of Taxes, Duties and other Principal Revenues	21,14	21,15	22,58
Debt Services	81,90	86,10	2,47,90
Administrative Services	58,37	60,00	70,31
Social and Developmental Services	1,67,78	1,55,72	1,63,24
Multipurpose River Schemes, etc.	1,26	1,23	1,57
Public Works, etc.	20,62	21,92	21,88
Transport & Communications	5,68	6,22	8,75
Currency & Mint	11,96	11,62	20,23
Miscellaneous :			
Pensions	10,41	10,49	10,47
Expenditure on Displaced Persons	11,28	11,29	9,60
Other Expenditure	52,07	59,99	89,38
Contributions & Miscellaneous Adjustments :			
Grants to States	2,08,09	1,99,75	2,13,54
States Share of Union Excise Duties	76,33	80,93	1,14,36
Other Expenditure	2,84	3,02	3,07
Extraordinary items	10,87	13,79	41,40
Defence Services (Net)	2,82,92	3,01,93	3,43,37
TOTAL EXPENDITURE	10,23,52	10,45,15	13,81,65
Deficit(—)	—5,57	+33,96	—60,78
Surplus(+)			+60,800

*Effect of budget proposals.

Mr. Speaker: Hon. Members will get their Budget papers as they go to the Lobbies.

FINANCE (NO. 2) BILL*, 1962

The Minister of Finance (Shri Morarji Desai): I beg to move for leave to introduce a Bill to give effect to the financial proposals of the Central Government for the financial year 1962-63.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to give effect to the financial proposals of the Central Government for the financial year 1962-63".

The motion was adopted.

Shri Morarji Desai: I introduce† the Bill.

17.59 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, April 24, 1962/Vaisakha 4, 1884 (Saka).

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*Published in the Gazette of India Extraordinary Part II—Section 2, dated 23.4.62.

†Introduced with the recommendation of the President.

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126	Post-Matric scholarships to Backward class students	474–75

PAPERS LAID ON THE TABLE 479—81

(1) A copy each of the following papers :—

(i) Chinese note dated the 1st March, 1962 regarding renewal of 1954 Trade Agreement between China and India

(ii) Government of India s reply dated the 11th April, 1962

(2) A copy each of the following Notifications under subsection (1) of section 28 of the Mines and Minerals (Regulation and Development) Act, 1957 :—

(a) S.O. No. 2060 dated the 2nd Setember, 1961

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(b) The Mining Leases (Modification of Terms) Amendment Rules, 1961 published in Notification No. G.S.R. 455 dated the 1st April, 1961 . . . .

(c) The Minerals (Conservation and Development) (First Amendment) Rules, 1961 published in Notification No. G.S.R. 651 dated the 6th May, 1961 .

(d) The Minerals Conservation and Development (Second Amendment) Rules, 1961 published in Notification No. G.S.R. 951 dated the 22nd July, 1961 .

(e) Notification No. G.S.R. 880 dated the 8th July, 1961 . . . .

(f) The Mineral Concession (Amendment) Rules, 1961 published in Notification No. G.S.R. 1133 dated the 16th September, 1961.

(g) Notification No. G.S.R. 1199 dated the 30th September, 1961 .

(h) The Mineral Concession (Second Amendment) Rules, 1961 published in Notification No. G.S.R. 1303 dated the 28th October, 1961 .

(i) The Mineral Concession (Third Amendment) Rules, 1961 published in Notification No. G.S.R. 1446 dated the 9th December, 1961 .

(j) The Mineral Conservation and Developent (Third Amendment) Rules, 1961 published in Notification No. G.S.R. 1531 dated the 30th December, 1961 .

(k) The Mineral Concession (Amendment) Rules, 1962 published in Notification No. G.S.R. 166 dated the 10th February, 1962.

PAPERS LAID ON THE TABLE—contd.

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(l) The Mineral Conservation and Development (Fourth Amendment) Rules, 1961 published in Notification No. G.S.R. 114 dated the 27th January, 1962 .

(3) A copy of the Coal Mines (Conservation and Safety) Amendment Rules, 1962 published in Notification No. G.S.R. 60 dated the 13th January, 1962, under sub-section (4) of section 17 of the Coal Mines (Conservation and Safety) Act, 1952 .

(4) A copy of the Annual Report of the University Grants Commission for the period from April, 1960 to March, 1961 under section 18 of the University Grants Commission Act, 1956 .

(5) A copy of the Rice-Milling Industry (Regulation and Licensing) Amendment Rules 1961 published in Notification No. G.S.R. 93 dated the 20th January 1962, under sub-section (4) of section 22 of the Rice-Milling Industry (Regulation) Act, 1958.

ELECTION OF DEPUTY SPEAKER . . . 481—90

Dr. Ram Subhag Singh moved that Shri S.V. Krishnamoorthy Rao, a Member of Lok Sabha, be chosen as Deputy Speaker of the House. Sarvshri Frank Anthony and Surendranath Dwivedy and Shrimati Renu Chakravartty moved three other separate motions for election of Shri Jaipal Singh, a Member of Lok Sabha, as Deputy-Speaker of the House. On the first motion that of Dr. Ram Subhag Singh the House divided, Ayes 258; Noes 97, and the moton was adopted. Shri S.V. Krishnamoorthy Rao was chosen as the Deputy-Speaker. . . .

COLUMNS

FELICITATIONS TO DEPUTY SPEAKER . . . 492—500

The Speaker and some Members offered felicitations to Shri S.V. Krishnamoorthy Rao on his election as Deputy Speaker of Lok Sabha. The Deputy-Speaker in reply thanked the Speaker and and the Members . .

RAILWAY BUDGET—GENERAL DISCUSSION 500—577

General discussion on the Railway Budget, 1962-63 continued. The discussion was not concluded.

COLUMNS

PRESENTATION OF GENERAL BUDGET 1962-63 . 577—605

The Minister of Finance (Shri Morarji Desai) presented a Statement of the estimated receipts and expenditure of the Government of India for the year 1962-63

BILL INTRODUCED . . 605-06

The Finance (No. 2) Bill, 1962

AGENDA FOR TUESDAY, APRIL, 24 1962/VAISAKHA 4, 1884 (Saka)

General discussion on the Railway Budget to continue.

GMGIPND—LS II—186 (Ai) LS—4-5-62—900